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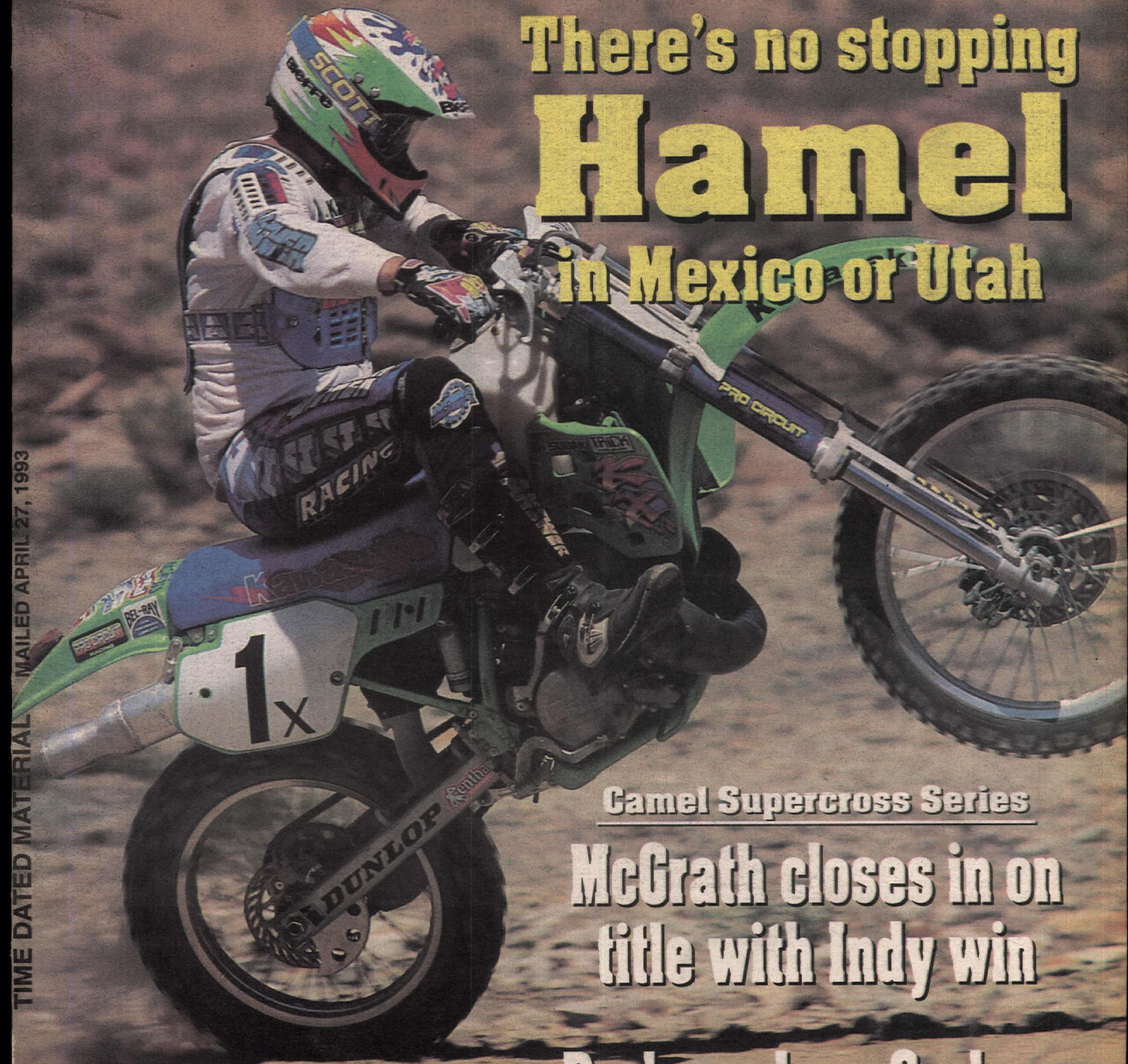
There's no stopping **Hamel** in Mexico or Utah

Camel Supercross Series

**McGrath closes in on
title with Indy win**

**Parker edges Graham
at San Jose Mile**

TIME DATED MATERIAL
MAILED APRIL 27, 1993



IN THE WIND

By Papa Wealey

Torrential rains caused the French round of the World Championship 250cc MX Series to be canceled 21 minutes into the second of three motos. Greg Albertyn (Hon) of South Africa was the winner of the first moto with Donny Schmit (Yam) of Minnesota second and Brit Kurt Nicoll (Hon) third. When the red flag waved on the second moto, Belgian Stefan Everts (Suz) was the leader and he was followed by Schmit and Italian Alessandro Puzar (Yam). Schmit was declared the overall winner with Everts second and Puzar third. After five of 15 rounds, 125cc MX World Champion Albertyn leads Everts in the point standings, 229 to 194. Defending 250cc MX champ Schmit is third with 181 points.

Rodney Smith (Suz) earned the overall win at the opening round of the AMA National Championship Reliability Enduro Series in Tulsa, Oklahoma, April 22-25. Ty Davis (Kaw) was second overall, and Larry Roeseler (Kaw), Jan Hrehor (Yam) and Steve Hatch (Suz) rounded out the top five. The deadly tornado that inflicted major damage on the area struck late on Saturday and did not affect the event.

Kenny Roberts Jr. (Yam) won the third round of the Ducados Spanish Open road race series in Calafat, Spain, April 25. Roberts, who finished second in the first two rounds, qualified on the pole and then went on to win the 250cc race, topping Spaniard series points leader Luis d'Antin (Hon) and Frenchman Jean Foray (Apr). The 125cc race at Calafat was won by 125cc World Championship leader Dirk Raudies (Hon).

American Motorcycle Institute has announced that Dennis Desmet of St. Clair Shores, Michigan, successfully defended his **Brute Horsepower Shootout** championship during Daytona Cycle Week. Desmet's turbocharged 1986 Suzuki GSXR1100 registered 342 horsepower on AMI's Dynojet dynamometer. His closest competitor was Ferd Keyes of Port Orange, Florida, whose turbocharged 1983 GSXR1100 cranked out 232 horses. Desmet has won the Brute Horsepower Shootout four times.

Keith Day made his return to racing at the San Jose Mile after a season-long layoff due to injuries he sustained at last year's April Sacramento Mile. "The doctors just gave me clearance to race a couple of weeks ago," said Day, who owns and operates a Salinas, California-based trucking business. "I had some nerve damage in my shoulder, but the doctors decided that it's as good as it's ever going to get. It's been a long year and I can't wait to get back on the track." Day failed to qualify for the main event.

Three-time Grand National Champion Jay Springsteen and Steve Morehead will miss the May 1 Sacramento Mile in order to compete in a **short track race in Spain**. Before the start of the San Jose Mile main event, the two shared the following with a laugh: "I told Stevie, 'Hey, let's not go out and kill ourselves. Let's just have a little fun because next week in Spain is when the REAL fun starts,'" said Springsteen.

Team Harley-Davidson showed up at the Daytona Short Track in March with black, orange and white "dress" pit shirts with matching black pants, and at the April 25 San Jose Mile it appeared as if a few other race teams are following suit. Papa's personal favorites are the baseball-style uniforms worn by Dave Camlin and the Camlin's Racing Team. The pin-striped jerseys feature a large

"Camlin's Racing" logo on the chest in a traditional script logo, as well as Camlin's #27 on the sleeves and back.

Ricky Graham and Brett Landes of Team Undo showed up at the San Jose Mile in a large fifth-wheel trailer, towed behind a brand new Ford truck. The trailer and truck are painted in matching team colors with all of the team's sponsor logos painted on the sides.

Larry Pegram, the dirt tracker and part-time road racer who sustained multiple injuries in a crash at the February 15 Phoenix AMA Superbike National, was on hand as a spectator at the San Jose Mile. Though he still requires crutches, Pegram reports that he is healing well and on schedule. "My broken hip is giving me the most trouble," said Pegram. "I should be off crutches and on my feet in a week or so, and I'm still planning on racing the (May 30) Springfield Mile." When asked if it was harder to watch than to compete, Pegram replied jokingly, "Yes, definitely. Especially when Kevin Atherton isn't winning on my bike!"

And speaking of Kevin Atherton, the former team Harley-Davidson factory rider reports that his road racing debut is a little behind schedule. "I wanted to race the 750cc Supersport class at Laguna Seca, but my bike (his personal Suzuki GSXR750) isn't ready yet. My first race will probably be a WERA race near my (White Pigeon, Michigan) home." At San Jose, Atherton raced the Texas H-D/Sponseller Racing Harley-Davidson XR750 normally campaigned by the injured Larry Pegram. "It's a whole different chassis than I'm used to," said Atherton after finishing seventh in the National. "As for the motor, it's fast. I just need to get used to it." Atherton will also campaign the machine at the Sacramento Mile and Pomona Half Mile Nationals.

After a seven-year absence, former Grand National Championship Series regular Lance Jones made a surprise return to racing at the San Jose Mile aboard the Gardner Racing/Weibler Harley-Davidson XR750. "The last Grand National I raced in was way back in 1986," said the rider from Gadsden, Alabama. "I broke my hip in a road race crash at Loudon in 1987 and tried to retire, but I just couldn't stay away." When asked what he has been doing in the meantime, Jones replied, "I have a used car lot in Gadsden, and that's been taking up most of my time. I've been itching to race, and this was a great chance to try it again. I turned 33 yesterday, so this is like a birthday present." Jones qualified an impressive ninth at San Jose, but failed to qualify for the main event. Still, Jones was pleased with his return. "Considering that I haven't been on a motorcycle in five years, this is great. It all came back pretty fast, I can't wait for the next one." Jones will continue to race the Gardner/Weibler machine at the Sacramento Mile and Pomona Half Mile Nationals.

Fast Track Racing of Ft. Wayne, Indiana, will promote an **amateur dirt track meet on the mile oval at the Indiana State Fairgrounds** on July 17. In addition to a full slate of amateur classes, 125cc and up, there will also be Pro-Am competition. For more information, call Ken Saillant at 219/426-5528 after 7 p.m. Central time.

A 1989 Honda CR80 was recently stolen from James Massey of Buford, Georgia. Massey, who suffers from cystic fibrosis, received the bike from the Make-A-Wish Foundation. His family is finan-

cially unable to replace it. The bike's serial number is JH2HEO401KK600135. If you have information that can lead to its recovery, please call the Masseys at 404/932-0562.

Tim Silva was picked as the winner of the giant blow-up *Cycle News* cover featuring (and autographed by) road racer Colin Edwards. Silva's entry was among those received at the *Cycle News* exhibit at the Laguna Seca round of the AMA National Championship Road Race Series over the April 16-18 weekend.

KR Sports Promotions Corp., the Kenny Roberts run group that is promoting the **United States Grand Prix** at Laguna Seca Raceway on September 10-12, will be selecting the wild card entries for the 125, 250 and 500cc Grands Prix for the U.S. GP. According to Bob Barnard, two wild card entries will be accepted for each of the three classes. Letters of application can be sent to KR Sports Promotions, 1021 Monterey Rd., Salinas, CA 93908.

Jimmy Filice will take one of those 250cc U.S. GP wild card entries. The Californian, who rides a Yamaha TZ250 owned by three-time World Champion Wayne Rainey and sponsored by Otsuka Electronics in the AMA 250cc Grand Prix Series, is hoping to get his hands on a factory Yamaha for Laguna Seca. "It's not going to be easy, but I'm going to do everything I can to get him a good (factory) bike," Rainey said. "They're just so damn expensive and Yamaha already has good riders on their good bikes. I think Jimmy could win the race if he was on a good bike and I think he deserves the chance."

Mike Doran of A.M. Photo still has 16 of the 50 limited edition color prints of the spectacular photo finish between Doug Polen, Pascal Picotte and Scott Russell from the Phoenix AMA Superbike Series opener. Thirty-four of the photos were sold at the April 16-18 Laguna Seca round of the AMA National Championship Road Race Series, with \$1000 being donated to the Jimmy Adamo Fund. Doran can be contacted at 707/763-1126.

Originally scheduled to open in June, the exhibit featuring the artistic talents of Kenneth "Von Dutch" Howard opens July 16 at southern California's Laguna Art Museum. Von Dutch, who passed away last September at the age of 63, was well-known in both custom car and motorcycle circles, primarily for his pin-striping technique. At one point in his career he teamed up with Steve McQueen. In addition to doing custom refinishing on some of McQueen's bikes, Von Dutch built the Winton Flyer, the yellow automobile featured in McQueen's film "The Reivers." The Laguna Art Museum is located on the corner of Pacific Coast Highway and Cliff Drive in Laguna Beach. The Von Dutch showing will run through November 7.

TAM Communications has released the first issue of **Indian Motorcycle Illustrated**, a 72-page magazine they say will be published twice this year and perhaps be a quarterly next year. The magazine is available on newsstands, in motorcycle shops, or direct from TAM Communications (203/855-0008).

With his win at Laguna Seca on April 18, Doug Polen moved into a tie for fifth place on the all-time AMA National Championship Superbike road race victory list. The win, Polen's second straight at Laguna Seca, was the Texan's

ninth career victory, tying him with Mike Baldwin and Kevin Schwantz. According to Polen's sponsor, Fast By Ferracci, the AMA National Championship Road Race Series has been conducted since 1976, and in the 147-race history of the Superbike Series, 29 riders have wins. The all-time leader is Fred Merkel with 19 wins. Merkel is followed by Wayne Rainey (17), Freddie Spencer (15) and Eddie Lawson (14). Polen had been tied for eighth on the all-time list with Scott Russell (8). Rounding out the top 10 are Wes Cooley (7) and Doug Chandler (6). The single-season record is 10 wins, set by Merkel in 1984. Rainey holds the record for most consecutive victories, six in 1983.

Four-time World Champion Eddie Lawson to return to Grand Prix road racing? It now appears unlikely. It seems Lawson could have raced a Honda NSR500 in the Japanese Grand Prix, except that the grid was already full. All other elements were in place for an unexpected return. Rothmans Honda team boss Erv Kanemoto, who guided Lawson to his fourth World Championship on a Honda in 1989, confirmed that he had an offer of sponsorship for Lawson to race a Honda at Suzuka, while the rider had confirmed earlier that he was "brushing off his leathers." The deal was scotched mainly because Kanemoto could not secure an entry, with the grid already full and new-regime regulations forbidding one-off rides in any case. A way around the regs would be as a nominated replacement for an existing team, and Kanemoto tried to buy an entry in this way. But he contacted seven teams after the Malaysian GP without success. Although the sponsor, Kanemoto and Lawson felt that he still would have a chance at the championship if he missed only the first two races, missing three would make the odds much less favorable. Rather surprisingly, HRC (Honda Racing Corporation) chief Yoichi Oguma denied all knowledge of the proposal at Suzuka; a denial that may carry the same conviction as Lawson's avowal last year that when he left GP racing: "You will never see me again."

Australian Michael Doohan found a novel solution to his rear braking difficulties at the Japanese Grand Prix - fitting a smaller extra lever above the clutch lever so he can operate the brake bicycle-style with his left hand. Due to limited ankle movement with the right leg he injured at Assen last year, Doohan has been unable to operate the rear brake fully. He uses it not only to steady the bike during hard braking but also to tighten the cornering line mid-bend, and while he now has just enough ankle movement to operate the pedal when he is sitting straight on the seat and travelling straight, as soon as he shifts to one side for a corner he can't reach it anymore. This caused him a lot of difficulty in Malaysia, and his team came up with the stop-gap solution for Japan. The rear disc was fitted with a pair of calipers, one operated by the foot pedal in the usual way, the other connected to the left hand lever. Doohan reported that he was using the foot lever at the end of the straight, and the hand lever in the Esses and elsewhere. "It takes a little adjustment, but once or twice I used it too hard and could feel the bike movement through the seat of my pants." But it was not a perfect solution. "I can use it at the same time as the clutch, but not when I'm also using effort on the handlebars to steer the bike." For the next race, Doohan will try a lever based on a Jet Ski throttle, operated by the thumb, which he hopes will give him full rear braking ability.

Freddie Spencer ran into yet more trouble at Suzuka, with another heavy crash during Saturday morning's "untimed" session. Spencer was testing the Ohlins "semi-active" computer-controlled rear suspension when he lost control in the fourth-gear bend after the circuit's slow hairpin corner. The bike flicked him off heavily, and he was again knocked out for a time as he lay by the trackside. He regained consciousness, but suffered injuries to both hands. That to his right was serious, and at first doctors feared he might have to have a finger amputated. But an immediate operation by GP medico **Dr. Claudio Costa** at a nearby hospital seemed to have saved the finger. Spencer is expected to be out of action for at least four weeks, and was not expected back before the German GP on June 13. This means he will miss at least three more races.

Freddie Spencer's enforced retirement from the Japanese GP prompted an extraordinary rule-bending exercise that allowed Japanese rider **Toshihiko Honma** to take Spencer's place. Although IRTA have in the past advised their members that the rules state that once a rider has started practice, nobody else may ride his bike, they changed their minds in Japan under considerable pressure from the Yamaha factory and from Team Yamaha France. "We were persuaded to apply to the race director for his opinion," said general secretary **Mike Trimby**. "The event management committee decided that the crucial phrase in the rule book was that teams were obliged to try and replace an injured rider 'as soon as possible', and to apply to the FIM stewards with the recommendation that Honma be accepted as a replacement. Even though there was only one practice session left, Honma is a factory Yamaha rider with good knowledge of Suzuka. In fact he won an All-Japan championship race there very recently. "The FIM agreed, and he was allowed to start." Although most observers were pleased to see a measure of flexibility in rules that have previously been rigidly applied, this put IRTA in an embarrassing position after their contrary advice last year. "Of course we now regret this advice," said Trimby. But IRTA president **Michel Metraux** hailed the move as the first in what could be a new era of co-operation between former uneasy partners IRTA, **Bernie Ecclestone's** TWP, and the dispossessed FIM. He recalled the fight in Japan a year ago over the Japanese insistence on extra wild card riders, which put the FIM in direct opposition to IRTA. "If we had made the same approach a year ago, I am sure it would have been refused," said Metraux. Then an extraordinary race-morning revelation threw doubt on the whole affair, with FIM officials asserting that the stewards had not been consulted, and that IRTA and race management had simply taken a unilateral decision.

Another crash at Suzuka caused fresh criticism of Japanese trackside marshals. Malaysian 250cc GP winner **Nobuatsu Aoki** fell on the exit from the ultra-slow chicane, in a typical highsider on Saturday morning. He ended up motionless but close to the barriers and well off the track, but his bike was in the middle of the circuit. The marshals were criticized for apparently trying to remove Aoki's helmet before medical attention had determined this was safe, and because they made no attempt to remove the bike, which was clearly in a very dangerous position. Instead, the untimed practice session was stopped for 10 minutes.

Corrections are required to a news item from the Malaysian GP concerning an incident arising out of fuel testing which resulted in penalties to the **Erv Kanemoto** team. In the report, it was stated that **Jack Findlay** is IRTA's technical director, and that IRTA had imposed a 3000 Swiss Franc fine on Team Kanemoto. In fact, Findlay is employed by the FIM, and the fine was imposed by the race director, not IRTA. Further news is that the team has appealed the fine and the suspension of mechanic **George Vukmanovich**, who had his pass removed for an 18-day period. The appeal will be heard at the Spanish GP in two weeks, and as a result Vukmanovich was present at the Japanese GP, although he had already missed race day in Malaysia.

Kenny Roberts is to make a racing return at the Spanish GP. But King Kenny will not be joining **Freddie Spencer** on the road racing comeback trail. He has been persuaded to take part in the aforementioned short track race at the Chapin Olympic Stadium at Jerez, riding with old rivals **Jay Springsteen** and **Steve Morehead**. Roberts will not take part in the actual racing, but his son **Kenny Roberts Jr.** is scheduled to contest the race, with the American dirt trackers going up against 30 Spanish dirt track specialists. The race will be held on a 500 meter oval on the Saturday night (May 1) before the Spanish Grand Prix. The idea for the event grew out of a winter visit by Roberts to Jerez where he mentioned to Jerez Mayor **Pedro Pacheco** that the main reason that American and Australian riders win in 500cc GP racing is that they learn to slide big bikes on dirt ovals.

The Spanish Professional Soccer League and the Spanish Athletics Federacion opposed the running of the dirt track at the Chapin Municipal Stadium, but event director **Dennis Noyes** calmed fears about damage to the facility by contracting Stadium Competitions to oversee the building and tear-down of the race track. American **Jerry Stansbury**, the owner and director of Stadium Competitions, will personally direct all the work. The principal concern is that any damage to the running track might cause the cancelation of an international athletic competition scheduled for May 7th. When Athletic Federation officials learned that Stansbury had built AMA supercross and Mickey Thompson Off-Road Grand Prix courses that cover the running track at the Los Angeles Memorial Coliseum as well as courses at other stadiums, objections to the dirt track event were withdrawn.

Two Brothers Racing has joined Team Hammer and Bridgestone Tires in dropping out of American Road Racing Teams (AMRT), an organization made up of member teams and aftermarket companies competing in the AMA National Championship Road Race Series, according to team owner **Craig Erion**. "I could see absolutely no benefit whatsoever for our team," Erion explained. "Try as I might, I could see nothing for us - now, yesterday or in the future. I think our future is working with the AMA."

Dorna, the Spanish sports marketing giant that owns the TV and signage rights for the FIM Road Racing World Championship, announced at the Japanese GP that they have purchased "significant holdings" in Two Wheel Promotions, the **Bernie Ecclestone**-owned company which controls Grand Prix road racing along with the FIM,

IRTA (the team's association) and Dorna. Dorna CEO **Richard Golding**, a member of the three-man Permanent Bureau along with FIM President **Jos Vaessen** and **Ecclestone**, said in Suzuka that "Dorna's purchase of significant holding in TWP will serve to unify the championship and to accelerate the decision making process. Mr. Ecclestone remains president of TWP and now that we are partners we believe that we will benefit even more directly from his experience and know-how."

Jeff Stanton, the defending Camel Supercross Champion, was a no-show at the April 24, Indianapolis Supercross. A week earlier at the Pontiac Supercross, Stanton crashed and suffered a concussion. According to Team Honda's race team manager **Dave Arnold**, Stanton felt fine and wanted to ride in the Indianapolis race, but his doctor told him that he should wait another week before returning to action. Stanton will compete at the May 2 Southwick 250cc National MX in Massachusetts.

Jeff Matiasovich, of Suzuki's MX team, said he will not compete at the Southwick 250cc National MX. The Californian has been hampered by a nagging back injury all season long and he aggravated the injury when he landed short over a triple jump during the 250cc feature at the Indianapolis Supercross. "It (the back) just keeps going out," said Matiasovich. "I thought it was getting better until now. I have to give my back some time to rest, so I'm probably not going to ride at Southwick, which is a track that's hard on backs anyway."

Mike LaRocco, the Team Kawasaki MX rider who has been sidelined with a broken wrist since February, made his return to racing in grand style at the Indianapolis Supercross. When the Indiana resident was introduced to the crowd during the opening ceremonies, he was driven out on to the stadium floor in a black, stretch limousine. LaRocco would later win his heat race and then finish ninth in the feature after crashing.

Paul Tracy, who the weekend before won the Toyota Grand Prix of Long Beach Indy car race in California, watched the Indianapolis Supercross. Tracy was in town practicing for the May 31 Indianapolis 500. Earlier in the day, Tracy drove more than 600 miles on the famed Indianapolis Motor Speedway track. "We averaged about 225 mph, today," said Tracy. When asked what it would take to qualify for the 500, he said, "About 230 mph." As far as attending the supercross, he said, "I like all forms of racing. These guys are amazing at what they can do on a motorcycle - it's real exciting."

Tim Ferry, who was carried off the track after crashing during a practice session at the Indianapolis Supercross, is okay. According to **Mike Rossini** of RRP Yamaha Racing, Ferry suffered a bruised hip and lacerations in the fall. He was released from the hospital later that night and made it back to the stadium in time to watch the main events. Ferry will compete at the Southwick 125cc National MX.

Dan Jannette was also carried off the track at the Indianapolis Supercross after he crashed over a triple jump in a 250cc heat race. Jannette, from Auburn Hills, Michigan, suffered a concussion and was later released from the hospital.

Doug Henry, the Eastern Regional 125cc

Supercross Series Champion, from Oxford, Connecticut, will compete for the first time in his career in the 250cc class at the May 15 Pasadena Supercross. "I've got a lot of practicing to do in the next three weeks," said the Team Honda rider after winning the 125cc feature at the Indianapolis Supercross. Henry won seven out of nine main events in the just concluded Eastern Regional 125cc Supercross Series.

Los Angeles Trade-Technical College will hold an open house on Saturday, May 1, from 9:30 a.m. to noon. **Pat Owens**, who following last week's general election will be facing a runoff election in June for his L.A. Community College board of trustees seat, tells Papa that registration for the open house will take place in the cafeteria in H Building and that free parking is available at the F Building roof lot. According to Owens, 10 auto and motorcycle repair students will be going to Sacramento for the annual Vocational & Industrial Clubs of America competition. On the political side, Owens finished second to the wife of the chairman of the board in the April 20 election. He said he and his wife borrowed thousands of dollars to get his name on two mailers, and he's been told it will take \$50,000 to win the June runoff. Needless to say, the former Triumph factory race team mechanic is seeking help from the motorcycling community. For more information on the open house or Owens' campaign, call 213/225-1687.

Ivan Mauger, the nine-time World Champion speedway racer from New Zealand, paid Papa a visit last week. Mauger, who now lives in Australia, is looking into taking American dirt track racing Down Under. "I got the idea to have the 750cc dirt track bikes race on our three-eighths of a mile tracks in Australia last year," Mauger said. "I went to last year's San Jose Mile but one thing after another delayed my putting the plan together. I'm back in the States to attend the San Jose Mile and pay a visit to the Harley-Davidson folks in Milwaukee." In one of the most celebrated racing careers of all-time, Mauger was the World Speedway Champion six times and the World Longtrack Champion three times. He was also a two-time World Pairs Speedway Champion and four-time World Team Speedway Champion.

The National Motorcycle Museum and Hall of Fame of Sturgis, South Dakota, will hold its 4th Annual Hall of Fame Induction, a breakfast affair, on August 11 at the Phil-Town Inn in Sturgis. This year's inductees are **William G. Davidson**, **Ernie Beckman**, **Mary Cutright** and **Ray Price**. Tickets for the induction breakfast are \$15 per person and may be purchased by calling the museum at 605/347-4875. Tickets are limited, so don't delay.

The Michigan Grand Championship Dirt Track Series gets underway on April 24 at Winston Motor Speedway in Rothbury with a short track race. The following day, April 25, Thunderbird Raceway in Muskegon will be the site of a TT. The new series will consist of 20 races - 10 half miles, five short tracks and five TTs. It's all being sponsored by the Michigan Dirt Track Supporters. Series champions in three divisions will be crowned, as will overall series champs in 14 classes. In addition to Winston Motor Speedway, Thunderbird

Continued on page 4

INSIDE

FEATURES

DIRT TRACK

Parker tops San Jose cliff-hanger 6

SUPERCROSS

McGrath nears record
with Indy win 10

ROAD RACING

Two-straight for
Rainey with Japanese win 16
Dutchman Racing, JC Racing
win at wet Laguna Seca 24

OFF-ROAD

Hamel stays perfect in Utah 20
Hawkins bounces back
with Ohio win 30
Hamel/Roeseler ace
San Felipe 250 32

Head gets the nod at
Schreiber Cup 36
Trial de Espana squeaker
to Hamann 38
Hrehor hammers
Maryland GNCC 40

MOTOCROSS

Jackpot for Carmichael
at World Mini 26
Albertyn marches on
in Switzerland 42

DEPARTMENTS

EVENTS 44
CALENDAR 51
RESULTS 58
WANT ADS 59

ON THE FRONT PAGE:

Danny Hamel continued his dominance of this season's desert-racing scene, notching two separate wins in the same weekend. The Team Green ace first teamed with Larry Roeseler on Saturday to win the San Felipe 250 in Mexico, then caught a red-eye flight to collect his fourth overall win of the four-race-old National Hare & Hound Series in Utah on Sunday. For the full story, see pages 20 and 32. Photo by Kinney Jones.

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America's weekly motorcycle newspaper

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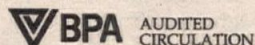
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VOICES Letters to the editor

Come fly with us

American Flyers Racing would like to thank some very important people behind our racing effort and our most recent win at the inaugural AMA GTU one-hour endurance race at Daytona.

First, thanks to our riders, Todd Harrington and Mike Murphy, for knowing the right time to turn on the afterburners, and to the fantastic people at Four & Six Cycle in Chicago and Two Brothers Racing in California. Our Honda parts headquarters is Princeton Honda in Princeton, Illinois, and the following sponsors make up the rest of our team: Bridgestone, AGV, Pro Honda, D.I.D, EBC, Ohlin, Power Mist, Zero Gravity and Sport Cycle Products. Without the support of these fantastic companies, we would be enthusiastic spectators on the other side of the fence.

American Flyers is the world's largest and best pilot training school and we would like to invite all of our fellow motorcyclists to learn to fly with us at one of our 17 locations worldwide.

Mike Farley
St. Charles, IL

Farley is a former professional dirt track racer, having competed as National #89 up until five years ago. He has been an American Flyers flight instructor for seven years...Editor.

Godspeed, Little Dingus

A unique character is gone from our midst, tho' perhaps not totally unique in that he was truly his father's son in so many ways.

On Friday, April 9 at 5:30 in the afternoon, the ERB sounded from a 50-foot boat fishing the waters off Santa Cruz Island. The Coast Guard responded immediately, and found only minor flotsam. No trace was yielded of the seven aboard. A three-day search brought forth no clues of what may have happened to the vessel, its crew and passengers.

Among them was one of us. An experienced seaman, yes, but better known to us as a motorcyclist. Don Watkins, Jr. - Donnie - or Little Dingus - is a second generation Checker (once a Checker, always a Checker!) and was noted for

his nomadic lifestyle which followed the pattern of the clan. As a boy he'd traveled the country with parents Don - Dingus of Checkers M.C. fame - and Norma, and his younger brother Eddie, setting up Matchless dealerships. He was involved with his dad over the years in desert racing, helping and eventually growing to spearheading layout and marking of courses.

When the late legend Al Baker began his business career, Donnie was at his side, proving to be an able craftsman.

Little Dingus knew how to get loose and roost, yet the underlying side of him which offset the wilder part of his nature was kindness, politeness and respect when appropriate and deserved.

At 41, he had time to build a legacy and his spirit lives on with his friends, his three daughters - one 10 and 4-year-old twins - their mother Laura, and Don, Norma and Eddie.

The younger Don's gone on ahead now, and while he, too, is following an old trail, we can look for fresh marking when the banner drops for us. Be sure to gas up, you "hounds" - this course is measured in Checker miles!

Godspeed, Little Dingus.

Lynn Wineland
Apple Valley, CA

Round and round she goes...

Thank you for your interesting report about Roulette Racing. Only I'm not a Czech, but Russian.

Hope to see Cycle News reporters soon at the first American Roulette Racing event.

Eduard Volkov
Trenton, NJ

There'll be no wisecracks about Russian roulette in this newspaper...Editor.

Letters to the editor should be sent to Voices, P.O. Box 498, Long Beach, CA 90806. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number.

IN THE WIND By Papa Wealey

Continued from page 3

Raceway in Muskegon, Ludington Fairgrounds, Hartford Speedway, Croswell Fairgrounds, Standish Fairgrounds and Kalamazoo Fairgrounds will host series rounds. For more info, call 616/728-4153.

Team Southwest Motorsports has announced that they've signed 15-year-old Tommy Hayden and 12-year-old Nicky Hayden to campaign the WERA Pro Series. The pint-sized racing brothers from Kentucky will compete in Formula III races on Honda RS125s and will team up on a Yamaha TZR250 in the Medium Superbike class in endurance races.

The California Desert Coalition will be holding a rally on Saturday, May 1, to draw awareness to the negative aspects of Senate Bill 21, the so-called California Desert Protection Act. The rally will start at Senator Barbara Boxer's office at 2250 East Imperial Boulevard in El Segundo at 9:30 a.m. and will continue to Senator Dianne Feinstein's office at 11111 Santa Monica Boulevard, in Los Angeles.

AUTOGRAPH SIGNING: At La Habra Suzuki in La Habra, California, Team Suzuki's Damon Huffman, Phil Lawrence, Jeff Matiasovich and Brian Swink, plus Bob Hannah, on Friday, May 14, at 6 p.m. Info: 714/871-5211.

HIRED: Marcel Fortney, by Fox Racing, the Campbell, California-based motocross apparel company, as national sales manager. Fortney, who was national sales manager for Custom Chrome, replaces Phil Ammendolia, who resigned.

HIRED: Mark Phares, by Smith, the Sun Valley, Idaho-based goggle company, as sales manager of the motorcycle goggle division. Phares was previously employed by Thor Racewear.

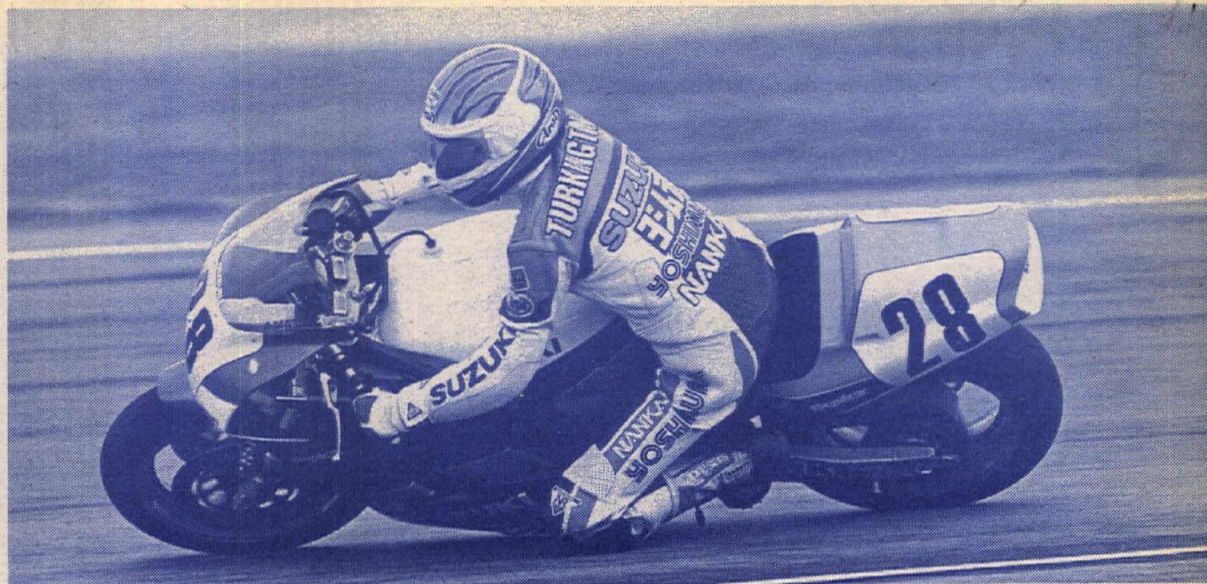
CORRECTION: In our coverage of the Pontiac Supercross doubleheader last week, we reported that Chad Pederson finished second in the 125cc class on Saturday. Team RRP's Tim Ferry was actually the runner-up. Pederson finished fifth.

It

doesn't take a **genius** to figure out

Suzuki **GSX-Rs** went **two for 2** at the

Laguna Seca AMA National.



won

+ won

equals Suzuki

Despite a **rain-slickened** track and some **tough** competition
Suzuki poured it on to **sweep** Saturday's **750 Supersport** Race.

Yoshimura Suzuki's Britt **Turkington** took first, with
Team Suzuki Sport rider Mark **McDaniel** grabbing second and Team Valvoline
Suzuki's Kurt **Hall** nailing third. **Hey**, three's definitely a charm.

To paraphrase another old saying, if at first you **win, win** again.
Which is **exactly** what Turkington did in Sunday's **600 Supersport** race,
engaging in a **thrilling**, twenty-two lap **seesaw battle** that would have
made a calculus professor's head **spin**. Britt went to the head of the class
on the final lap, leaving the second-place rider behind to clean the erasers.



SUZUKI[®]
(who says math is hard?)

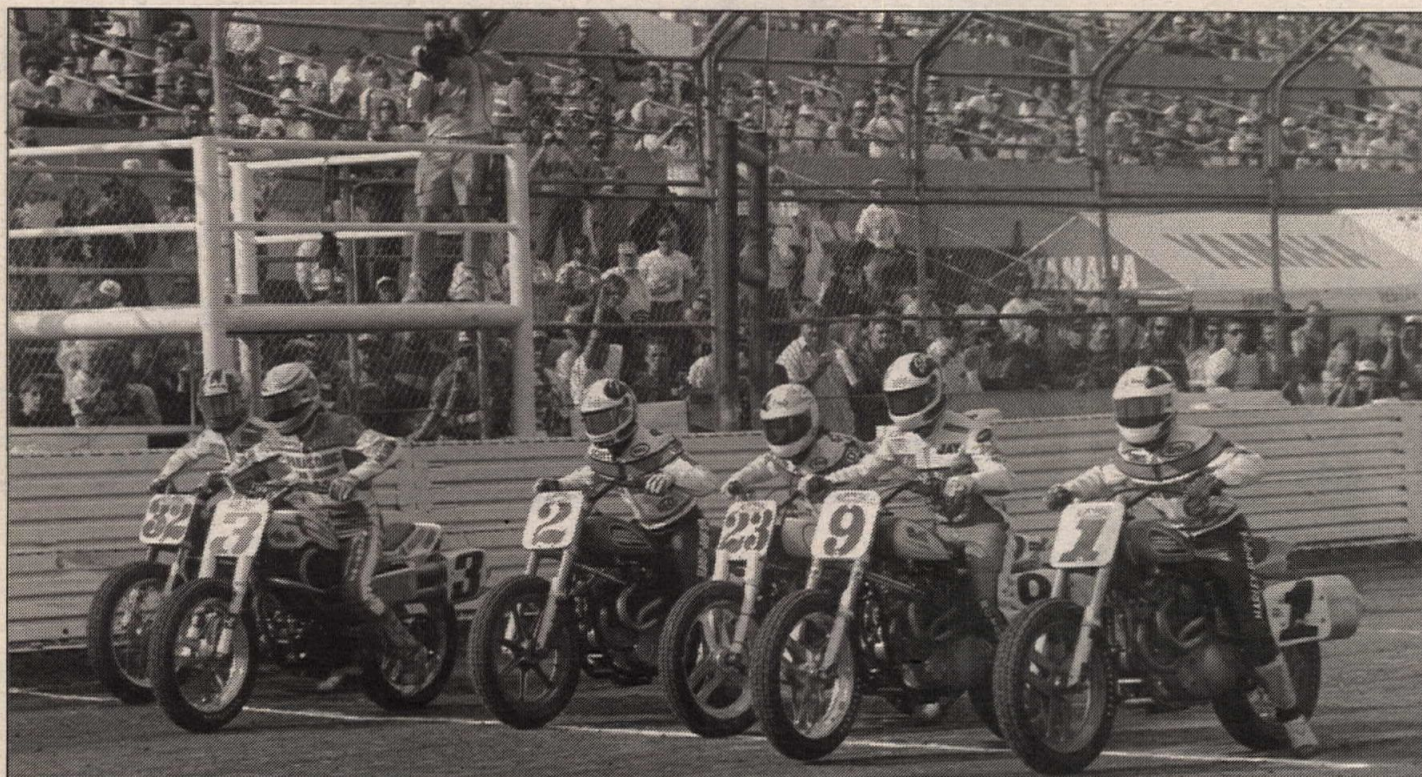
Instead of getting **exhaust** and chalk dust in their faces, the competition
should have gone to their **nearest** Suzuki dealer. Where they could
have picked up a brand new **1993 GSX-R** for themselves. **Plus**, with
the purchase of that **GSX-R**, they're entitled to **FREE** enrollment in the
Team Suzuki Endurance Advanced Riding School.

Where they'd get classroom **and** on-track instruction by **pros** such as the aforementioned Kurt **Hall**
and the legendary Dave **Aldana**. Hey guys, you're **never too old** to learn some new tricks.

Proof positive that when you're being graded on a curve, you'd better be riding a Suzuki.

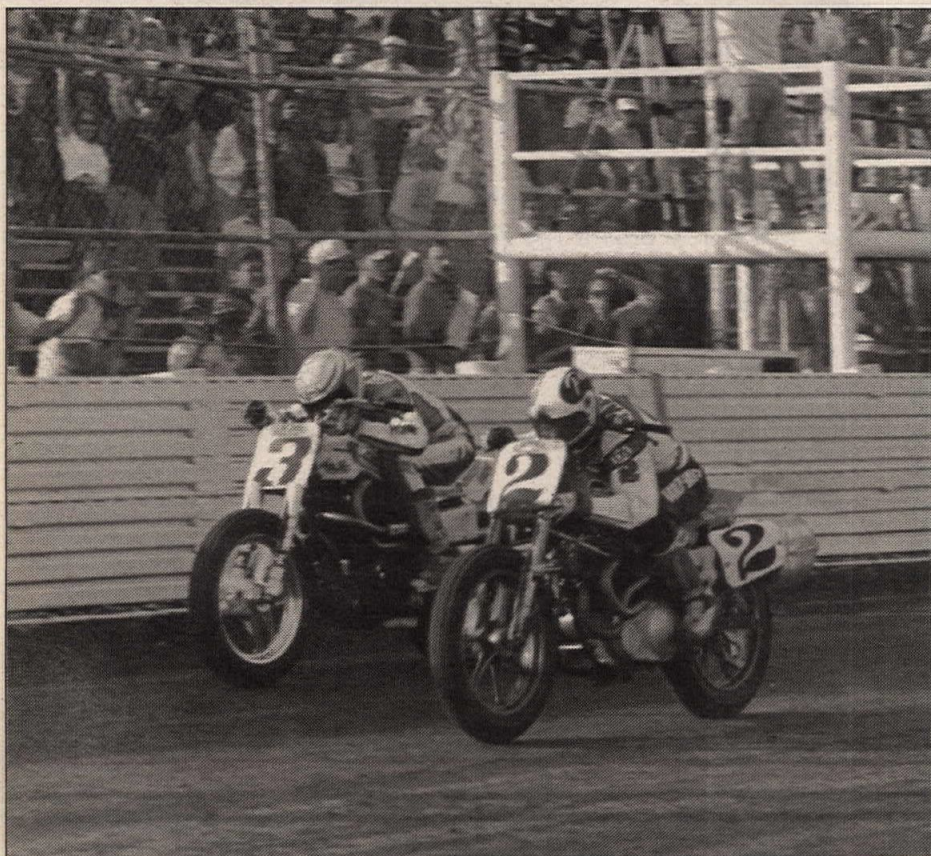
Suzuki firmly believes racing belongs in one place - on the racetrack. We want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you, call the Motorcycle Safety Foundation at 1-800-447-4700. The Suzuki GSX-Rs are engineered for experienced riders. For the name of the nearest Suzuki motorcycle dealer, call 1-800-255-2550. Professional riders pictured in sanctioned closed-course competition.

DIRT TRACK AMA Grand National Championship Series: Round 2



(Left to right) Mike Hale, Ricky Graham, Scott Parker, Kevin Atherton, Jay Springsteen and Chris Carr raced in the Camel Challenge.

Scott Parker (2) edged Ricky Graham (3) by only inches in the 25-lap National.



Who else but Parker at San Jose Mile

By Donn Maeda
Photos by Mitch Friedman

SAN JOSE, CA, APR. 25

Two words, and two words alone can sum up the San Jose Mile. Scott Parker.

In the high-speed, anything-can-happen world of dirt track mile racing, one thing seems to have become a given - you just can't beat Parker at the San Jose Mile.

And the most recent victim of Parker's domination at the northern California track is Ricky Graham, the privateer Honda rider who led much, if not most of, the 25-lap feature at the Santa Clara County Fairgrounds. But just when all looked good for Graham, Parker found the extra drive that he so

often has and slipstreamed to his eighth-consecutive Hap Jones Memorial San Jose Mile win aboard his Bill Werner-tuned factory Harley-Davidson.

"I didn't see Scotty for a long time and I thought I had it," said Graham. "Then all of a sudden he popped up in the last five laps and I said, 'Ugh!' I think he was holding back and saving himself for the last lap."

Parker though, was quick to deny Graham's accusation.

"Ricky was haulin' ass and just going faster than I was," said Parker, who pulled even further ahead on the all-time win list with his 52nd National win. "I was trying as hard as I could the whole way, he just made a bobble on the last lap and I got him."

But what about defending Grand National Champion Chris Carr? He finished a distant, but solid third and was not shy about acknowledging the speed of his rivals.

"I tried to hang in there, but Scotty and Ricky were just on it today," said Carr. "My bike was running absolutely 100%, it's just me that wasn't."

For his win at the CARS Incorporated-promoted event, Parker went home with \$6250 of the \$40,000 purse, but perhaps more importantly, moved into a tie with Carr for the series points lead. Both riders boast 23 points, while Daytona Short Track winner Dan Ingram, 13th at San Jose, sits in third with 22. Graham and Daytona runner-up Terry Poovey, 10th at San Jose, are close behind with 21 points apiece.

All was not lost for Graham, though, as he scored a popular win in the \$10,000 Camel Challenge dash-for-cash race. The Challenge, comprised of the day's six-fastest qualifiers, was the most decorated in recent memory as four Grand National Champions helped fill the billing. Fast qualifier Mike Hale and former factory Harley rider Kevin Atherton were joined by reigning champ Chris Carr, four-time champ Parker, three-time champ Jay Springsteen and two-time champ Graham.

For his win, Graham was awarded \$5000 by the R.J. Reynolds Tobacco Co.

"We don't have a lot of big sponsors, so this money will go right back into our team's race effort," said Team Undo's Graham, the sole Honda rider in the dash race.

The crowd of approximately 9500 fans seemed rather subdued in compari-

son to the enthusiastic crowds that attend the other series events. Perhaps it was a one-hour delay in the program that dampened their spirits. The track preparation crew of Dave, Doug and Jason Murrell failed to have the track ready in time for the morning practice sessions, thus resulting in the event's tardiness. The racers didn't seem to mind, though, as most described the track as slick, but well prepared. A narrow groove saw the racing down low in the early stages, but as the day wore on more and more racers began to find traction on the edge of the cushion.

Time trials

"To be quite honest, I almost waved it off," said Bartels' H-D rider Hale after posting the day's fastest qualifying time of 37.645 seconds at an average speed of 95.63 mph. "The track is real slippery right now, time trials is just a battle to see who can get off the corners the best."

Graham, Parker, Atherton, Springsteen and Carr rounded out the six fastest and earned a starting spot in the Camel Challenge.

Parker cracked a little smile after the qualifying sessions concluded, knowing that his record lap of 36.076/99.789 mph, set in 1989, was safe for at least another year.

Heats

Fast qualifier Hale chose to start the first 10-lap heat race on the outside pole, but it was Moroney's Harley rider Jason Fletcher who nabbed the holeshot. Hale was quick to move into the lead, though, and immediately established a small lead. With that, most expected a Hale runaway, but Brenny's Cycle-sponsored Dave Camlin had other ideas. After starting third, Camlin smoked past Fletcher and set after Hale. The two riders traded the lead several times before Camlin gained control for good on lap six. Hale blamed his performance on an electrical problem, but still held on to second and a direct transfer. Don Estep edged Fletcher for third, but they, along with the rest of the field would head for a semi.

"It feels great to beat the fast qualifier," said Camlin, who earned his first-ever heat race win. "I'm pumped."

When asked by pit announcer Larry Maiers what his strategy for the main was, the spunky rider from Rock Island, Illinois, delighted the crowd by replying, "Well, I uh... the hell with it, I'm gonna kick their asses!"

Camlin's heat race would be the fastest of the day.

Graham owned the second heat race, hands down. After starting fourth behind Ingram, Kris Kiser and Poovey, Graham powered his way into the lead on the first lap and pulled out a full straightaway lead by the finish. Poovey gained control of second at the finish and would join Graham in the main, while Ingram and the rest would have to try again.

Parker and Carr provided the action in heat three, as they put their pair of factory machines well ahead of the rest right from the start. After trading the lead several times, Parker performed the final draft pass as he and Carr raced down the back straight. Parker absolutely flew through three and four and gave Carr little chance to draft him at the line.

A distant third and no cigar went to Ronnie Jones, in his debut ride aboard the Loral Lake Honda RS750 that he will race in series races on the West Coast.

Heat four was perhaps the wildest, as Atherton pulled well away from veterans Morehead and Springsteen before slipping way off the groove in between one and two on the fifth lap. Atherton

dropped to a distant third, but performed a spectacular comeback aboard the Texas Harley-Davidson/Sponseller Racing machine and retook the lead two laps later with a double draft pass on the front straight. Morehead finished second, just ahead of an out-of-luck Springsteen.

Semis

Steelmaster's H-D's Estep gained control of the first eight-lap semi from the start, but was joined out front by Wessely Engine's Rich King on lap two. Together, the two riders pulled well away from a heated battle between George Roeder II, Rodney Farris and Rusty Rogers, but on lap six King slid into Estep and both riders went down in turn one.

Estep was up quickly and took his place at the rear of the single-file restart, but King was too sore to continue. Roeder assumed the point at the restart ahead of Farris and Rogers, but all eyes were focused on Estep, who set a blistering pace after starting last.

Estep passed rider after rider and took over the lead in two short laps. Roeder and Farris joined Estep in the main, while the others packed it up.

Ingram jumped into the lead of the second semi and looked well on his way to the win, but the red flag flew on lap three when Rex Fisher slid into the hay bales in turn three. Fisher was unhurt, but opted not to restart.

At the restart, Ingram picked up where he left off and rode the high line to victory well ahead of Kiser and Fletcher. Aaron Hill limped across the line fourth but failed to make the cut after twisting his knee during practice.

Springsteen pleased the crowd with a wire-to-wire runaway win in the final semi. Half a straight behind the popular rider came Jones, who in turn enjoyed a healthy lead over Will Davis and local rookie Expert Cory Perrault. Perrault thrilled his hometown fans by passing Davis and moving into a qualifying position, but Davis silenced the crowd by promptly taking third back. Davis headed for the main while Perrault headed home.

Camel Challenge

With first pick on the line, Hale chose the outside pole and lined up with Graham, Parker, Atherton, Springsteen and Carr to his left. Graham and Springsteen proved a little too anxious at the start and circled back into their starting places without penalty from referee Bruce Bober.

The second try was clean, and Hale moved into the lead ahead of Graham, Carr and Springsteen. Graham immediately passed Hale and took over the lead, but Carr was on fire and swept past both riders on the second lap.

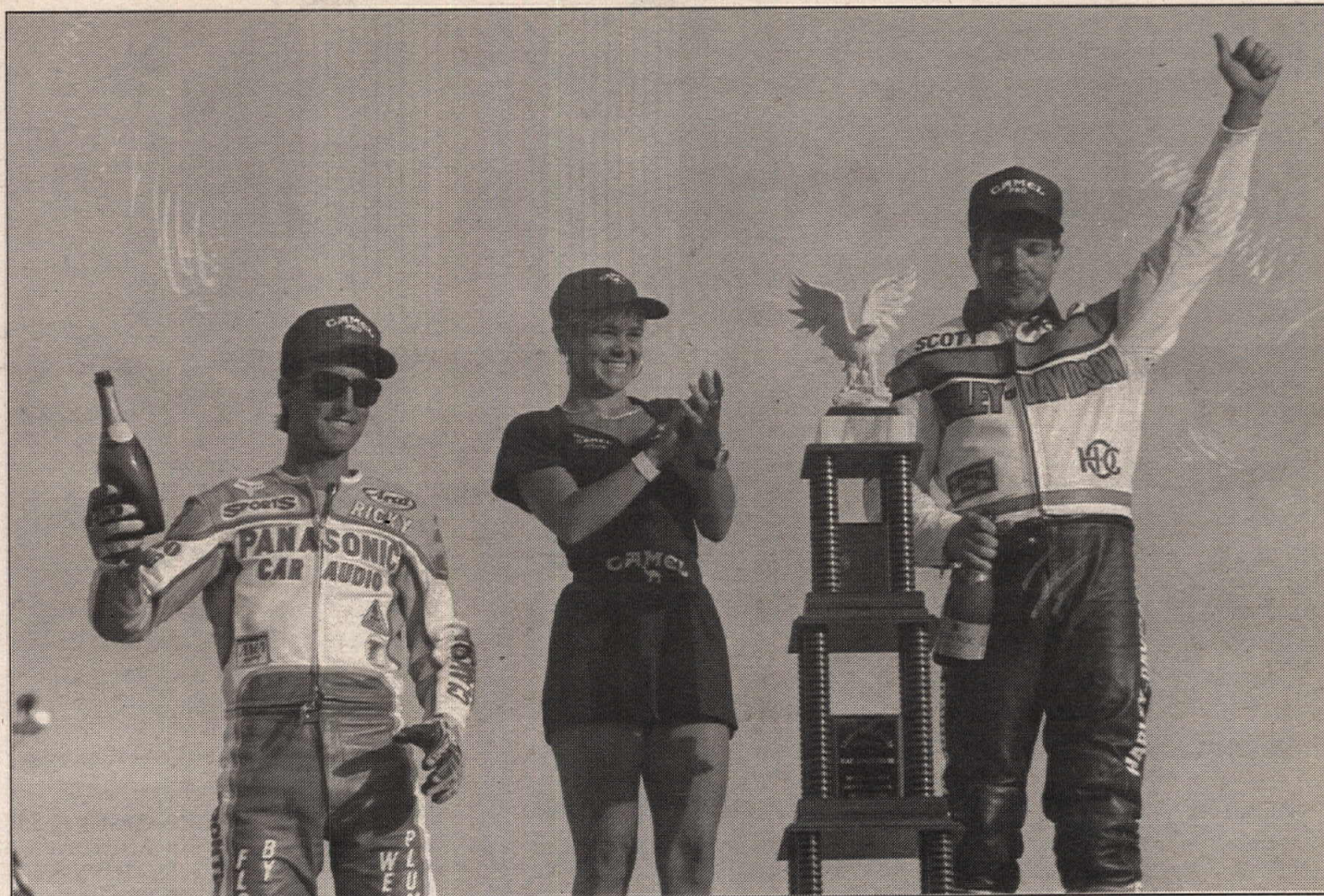
Graham retaliated on the next lap, and the two riders went on to trade the lead several more times. Graham chose to make his moves on the back straight, while Carr chose to make his on the front, getting ready for an at-the-line draft pass on the final lap.

That pass never materialized, however, as Graham drafted past Carr on the back straight and blistered through turns three and four for the last time. Carr came close, but came up short at the line.

Parker finished third, some 10 bike lengths behind, well ahead of Hale, Springsteen and Atherton.

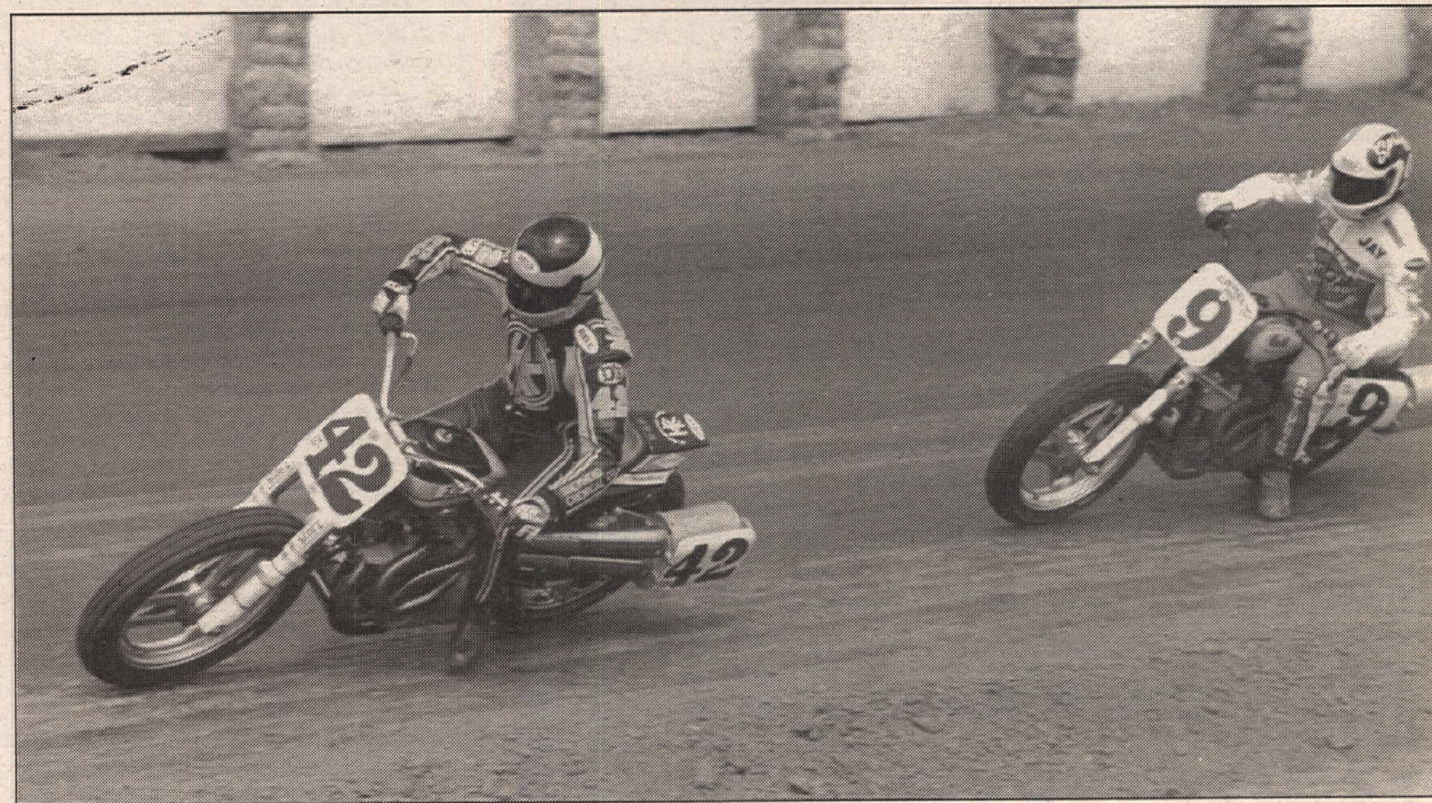
"I was hooking up real good in three and four, that was the difference" said Graham.

"Ricky put in a great last two corners," said Carr. "I couldn't get the drive I needed out of four to make up the difference. Rick rode a helluva race."



(Left to right) Ricky Graham, Miss Camel Sheri McLaughlin and Scott Parker celebrated after the main event.

Series veterans Steve Morehead (42) and Jay Springsteen (9) battled for fourth place. Morehead was fourth, Springsteen fifth.



National

The day's 17-fastest racers took their starting spots for the 25-lap National just before the fairground's 6:00 p.m. Sunday night curfew, and it was Parker who nabbed the holeshot. Close behind the fast starter were Graham, Atherton and pole-sitter Camlin.

Atherton zoomed into the lead as the pack raced down the back straight, but Graham made his intentions clear by diving into the third turn the hardest and becoming the third new leader on the first lap. Graham immediately put five bike lengths on the pack, but after passing Atherton for second, Parker began to close in on the leading Honda.

Parker passed Graham for the lead on the third lap, and from that point on, they would be the only two riders to enjoy the front spot. Between laps three and 12, Graham and Parker would trade

the lead 11 more times. Graham would take the point on the back straight; Parker on the front.

"It was sure a nice change to be able to finally draft that factory Harley," said Graham. "All throughout last year I never even had a chance to do that. My bike is definitely faster this season. My tuner Johnny Goad sure did his homework this winter."

"Not once did I pass Ricky on the back stretch, I tried as hard as I could but I couldn't catch him," admitted Parker.

Graham took control of the lead on lap 12 and went on to lead until the 21st lap. At times, Graham would stretch his lead to as much as five or six bike lengths, but never any more. Many spectators predicted that Parker was biding his time, waiting until the race's end to make his move.

"I wasn't holding back, Ricky was

flat out going faster than I was," said Parker.

But on lap 21 all of that changed, as Parker swooped past Graham as they raced into turn one.

"I never looked back and I wasn't sure where he was," said Graham. "He came out of nowhere."

"I just stayed consistent," said Parker. "Ricky seemed to be making mistakes near the end."

Graham struck back with precision on the next trip down the back straight, but sure enough, Parker took over again on the front side.

On the last lap, Graham hoped to do the same to Parker as he had done to Carr in the Camel Challenge, but this time he had a harder time drafting past on the back straight.

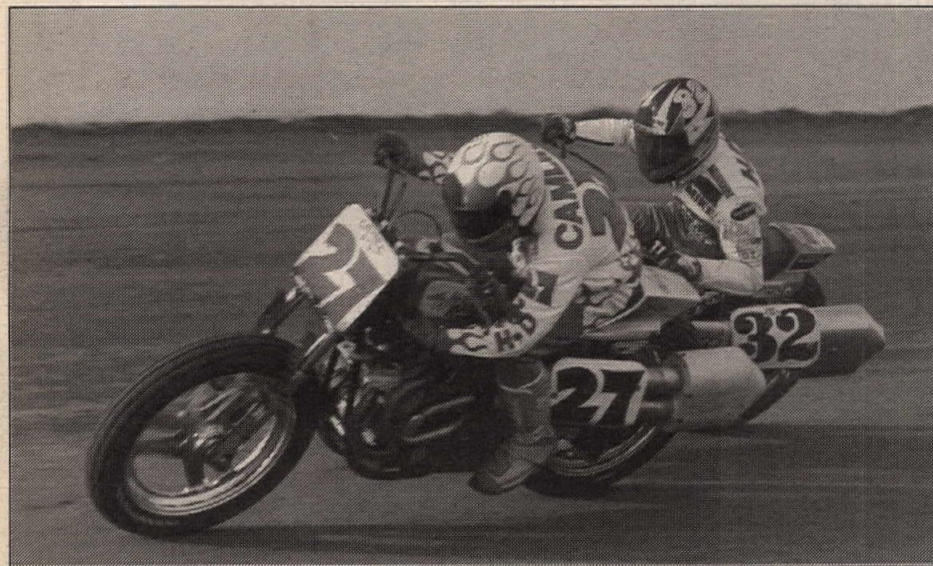
"I could barely draft him" said Graham. "It was more like a drag race than a draft pass. I wasn't able to get the

DIRT TRACK AMA Grand National Championship Series: Round 2



Before the start of the heat races, Mike Hale was presented a plaque for turning in the day's fastest qualifying lap. Hale also earned a \$100 bonus from the AMA.

Dave Camlin (27) won the fastest heat race and went on to finish ninth in the National.



drive into three that I wanted to - I went in too hot and had to go for the low line."

Parker capitalized on Graham's bobble and closed to his rear fender as they zipped through turn four and towards the finish. In textbook-fashion, Parker pulled out of the draft and denied Graham victory by no more than half a wheel.

"Ricky started to bounce around in the last two corners," said Parker. "I saw my chance and I made the best of it."

Carr crossed the finish line a distant third after battling early on with Springsteen and Morehead. Once free of the two veterans, though, Carr did indeed begin to close the gap on Graham and Parker, but a slip near the halfway point left him sliding back out of contention.

"I started to push pretty hard and was actually catching up," said Carr. "But I slipped off the groove near the

halfway point and lost all I had made up. I felt like a duck out of water today, but it's still early in the season."

After losing touch with Carr, Morehead and Springsteen battled tooth-and-nail over fourth. Longtime friends, the two veteran racers managed to entertain themselves throughout the race.

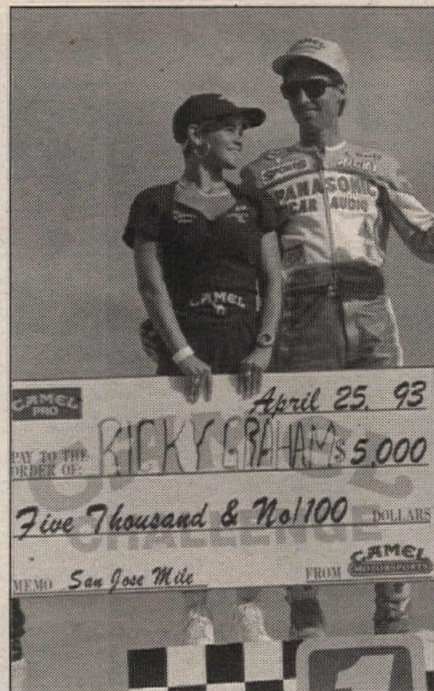
"I looked back at Stevie a couple of times on the straights and slapped the back of my bike like a horse," said Springsteen, who celebrated his 36th birthday just 10 days prior to the race.

"I was laughing so hard that my face shield started to fog up," said 37-year-old Morehead later.

Morehead would have the last laugh, though, as he managed to squeak past Springsteen before the finish.

Hale finished a lonely sixth behind Morehead and his Bartels' teammate Springsteen, but was quite pleased with his performance.

"I'm happy with the way the day



Ricky Graham won the \$5000 first prize in the Camel Challenge dash race.

went," said Hale. "We're on a totally new motorcycle, new frame and all. I'm still getting used to it. Things will get better and better."

Atherton nipped Jones by the slightest of margins at the line for seventh.

"I couldn't get the track figured out," said a disappointed Atherton. "It seemed like every time I got going good, I'd slip off the groove."

Jones was happy with his performance, and quite excited about his Loral Lake Honda.

"It feels great to be back on a Honda again," said Jones. "It felt like I never got off. It is a whole different bike, but once I get used to it I'll be back up front."

Fast heat winner Camlin finished ninth and equalled his best-ever National finish. Camlin ran near the front of the pack in the early stages before slowly slipping back.

Veteran Poovey, the rider from Texas who is beginning his 17th Grand National Championship season, rounded out the top 10, but made it very clear that he "didn't get tired." The comment was made in reference to a mention in our series preview that conditioning would be a factor in his performance this year, following a season-ending accident that left him with a punctured lung and multiple broken ribs and other injuries.

600 Support

A field of 45 experts showed up to do battle in the 600cc Support class, many of them members of the newly-formed Standard Expert class. But for all practical purposes, the races looked like carbon copies of last year's Junior Nationals (with the exception that the riders all had white number plates instead of yellow).

The racing was fast and furious, though, and the support races provided some of the closest racing of the day.

Last year's Junior National Champion, James Hart, trounced the field on a works Wood-Rotax, besting 1991 Junior National Champion Wink Freitas and Bobby McDowell.

All was not easy for Hart, however, as he was joined in the lead pack by Freitas, McDowell, Jeff Eklund and Kevin Varnes and they ran no more than a few bike lengths apart for the majority of the race. Hart led the majority of the laps with Freitas stealing the point here and there, but when the five lap signal came out Hart dropped the hammer.

Hart seemed to pull away with relative ease after that and held a 15 bike length at the finish. A zany last lap saw Eklund slide into the hay bales unhurt in turn three while Varnes dropped from second to fourth behind Freitas and McDowell.

"The bike ran great all day," said Hart. "I tried to pace myself and break away near the end. No sense in pushing it too hard right from the start." **CN**

Results

TIME TRIALS: 1. Mike Hale (37.645 seconds); 2. Ricky Graham (37.698); 3. Scott Parker (37.805); 4. Kevin Atherton (37.831); 5. Jay Springsteen (38.858); 6. Chris Carr (38.097); 7. Terry Poovey (38.106); 8. Lance Jones (38.164); 9. Don Estep (38.267); 10. Dan Ingram (38.268); 11. Ronnie Jones (38.397); 12. Ted Taylor (38.443); 13. Steve Morehead (38.484); 14. Cory Perrault (38.509); 15. Rich King (38.519); 16. Jason Fletcher (38.612); 17. Rusty Rogers (38.640); 18. Kris Kiser (38.657); 19. Rodney Farris (38.678); 20. Keith Day (38.693); 21. George Roeder II (38.759); 22. Greg Sims (38.759); 23. Mike Inderbitzen (38.783); 24. Sal Hoffman (38.804); 25. Dave Camlin (38.809); 26. Willie McCoy (38.913); 27. Ben Bostrom (38.927); 28. Brett Landes (38.990); 29. Rex Fisher (39.057); 30. Aaron Hill (39.059); 31. Mike Dillon (39.073); 32. Steve Beattie (39.117); 33. Jeff Dietz (39.133); 34. Dale Jenneman Sr. (39.157); 35. Scott Stump (39.169); 36. Randy Texter (39.418); 37. Chance Darling (39.479); 38. Jess Roeder (39.553); 39. Allon McBee (39.583); 40. Tim Selby (39.651).

HEAT 1: 1. Dave Camlin (H-D); 2. Mike Hale (H-D); 3. Don Estep (H-D); 4. Jason Fletcher (H-D); 5. Lance Jones (H-D); 6. Rusty Rogers (H-D); 7. Steve Beattie (H-D); 8. Will Davis (Hon); 9. Sal Hoffman (H-D); 10. Jeff Dietz (H-D); 11. Tim Selby (H-D); 12. Les Washbon (H-D).

Time: 6 minutes, 14.92 seconds.

HEAT 2: 1. Ricky Graham (Hon); 2. Terry Poovey (Hon); 3. Dan Ingram (Hon); 4. Rich King (H-D); 5. Dale Jenneman Sr. (H-D); 6. Kris Kiser (Hon); 7. Mike Inderbitzen (H-D); 8. Mike Dillon (H-D); 9. Alan Sabedera (Yam); 10. Darren Konechney (Hon); 11. Allon McBee (H-D); 12. Willie McCoy (H-D).

Time: 6:16.73.

HEAT 3: 1. Scott Parker (H-D); 2. Chris Carr (H-D); 3. Ronnie Jones (Hon); 4. Rodney Farris (H-D); 5. Greg Sims (H-D); 6. Cory Perrault (H-D); 7. Ben Bostrom (H-D); 8. Aaron Hill (H-D); 9. Scott Stump (H-D); 10. Jake Zemke (H-D); 11. Jess Roeder (H-D); 12. H.P. Myatt (H-D).

Time: 6:18.98.

HEAT 4: 1. Kevin Atherton (H-D); 2. Steve Morehead (H-D); 3. Jay Springsteen (H-D); 4. Keith Day (Hon); 5. George Roeder II (H-D); 6. Ted Taylor (H-D); 7. Randy Texter (H-D); 8. Brett Landes (Hon); 9. Chance Darling (H-D); 10. Rex Fisher (H-D); 11. Mike Varnes (H-D); 12. Don Roberts (H-D).

Time: 6:49.33.

SEMI 1: 1. Estep; 2. Roeder II; 3. Farris; 4. Rogers; 5. Bostrom; 6. Hoffman; 7. Inderbitzen; 8. Varnes; 9. Zemke; 10. Landes; 11. Washbon; 12. Konechney; 13. King.

Time: No time due to restart.

SEMI 2: 1. Ingram; 2. Kiser; 3. Fletcher; 4. Sims; 5. Hill; 6. Day; 7. Beattie; 8. Fisher; 9. Texter; 10. Roeder; 11. Dietz; 12. Sabedra; 13. McCoy.

Time: No time due to restart.

SEMI 3: 1. Springsteen; 2. R. Jones; 3. Davis; 4. Perrault; 5. L. Jones; 6. Dillon; 7. Jenneman Sr.; 8. Darling; 9. Selby; 10. Myatt; 11. McBee; 12. Stump; 13. Taylor; 14. Roberts.

Time: 5:06.78.

CAMEL CHALLENGE: 1. Ricky Graham (Hon); 2. Chris Carr (H-D); 3. Scott Parker (H-D); 4. Mike Hale (H-D); 5. Jay Springsteen (H-D); 6. Kevin Atherton (H-D).

Time: 3:11.40.

25-LAP NATIONAL: 1. Scott Parker (H-D); 2. Ricky Graham (Hon); 3. Chris Carr (H-D); 4. Steve Morehead (H-D); 5. Jay Springsteen (H-D); 6. Mike Hale (H-D); 7. Kevin Atherton (H-D); 8. Ronnie Jones (Hon); 9. Dave Camlin (H-D); 10. Terry Poovey (Hon); 11. Rodney Farris (H-D); 12. George Roeder II (H-D); 13. Dan Ingram (Hon); 14. Don Estep (H-D); 15. Will Davis (Hon); 16. Jason Fletcher (H-D); 17. Kris Kiser (Hon).

Time: 15:35.68.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 21 rounds): 1. (TIE) Chris Carr/Scott Parker (23); 3. Dan Ingram (22); 4. (TIE) Ricky Graham/Terry Poovey (21); 6. (TIE) Rich King/Dave Camlin/Steve Morehead (13); 9. Roger Durkeer (11); 10. Jay Springsteen (10); 11. (TIE) Jon Cornwell/Mike Hale (9); 13. (TIE) Garth Brown/Ronnie Jones/Kevin Atherton (8); 16. Will Davis (7); 17. (TIE) Mickey Fay/Rodney Farris (4); 19. George Roeder II (3).

600 HEAT 1: 1. James Hart (W-R); 2. Ronnie Brown (W-R); 3. Jeff Eklund (Rtx); 4. Ricky Smith (Rtx); 5. Jamie Aguilar (W-R); 6. Andy Tresser (Rtx); 7. Stev Raymond (W-R); 8. David Woodward (Rtx); 9. Joe Pineda (Rtx); 10. Joe Winston (H-D); 11. Steve Fisher (Rtx); 12. Kenneth Moehler (H-D).

Time: 3:57.39.

600 HEAT 2: 1. Bobby McDowell (Rtx); 2. Kevin Varnes (H-D); 3. Thomas Troutt (W-R); 4. Dan McDonnell (Rtx); 5. Kevin Bricker (Rtx); 6. Craig Howard (Rtx); 7. Erik Green (W-D); 8. Ray Dugan (Rtx); 9. Joe Hlebo III (Hon); 10. Bob McDonnell (Rtx); 11. Robert Bascosa (Rtx); 12. Richard Facciano (W-R).

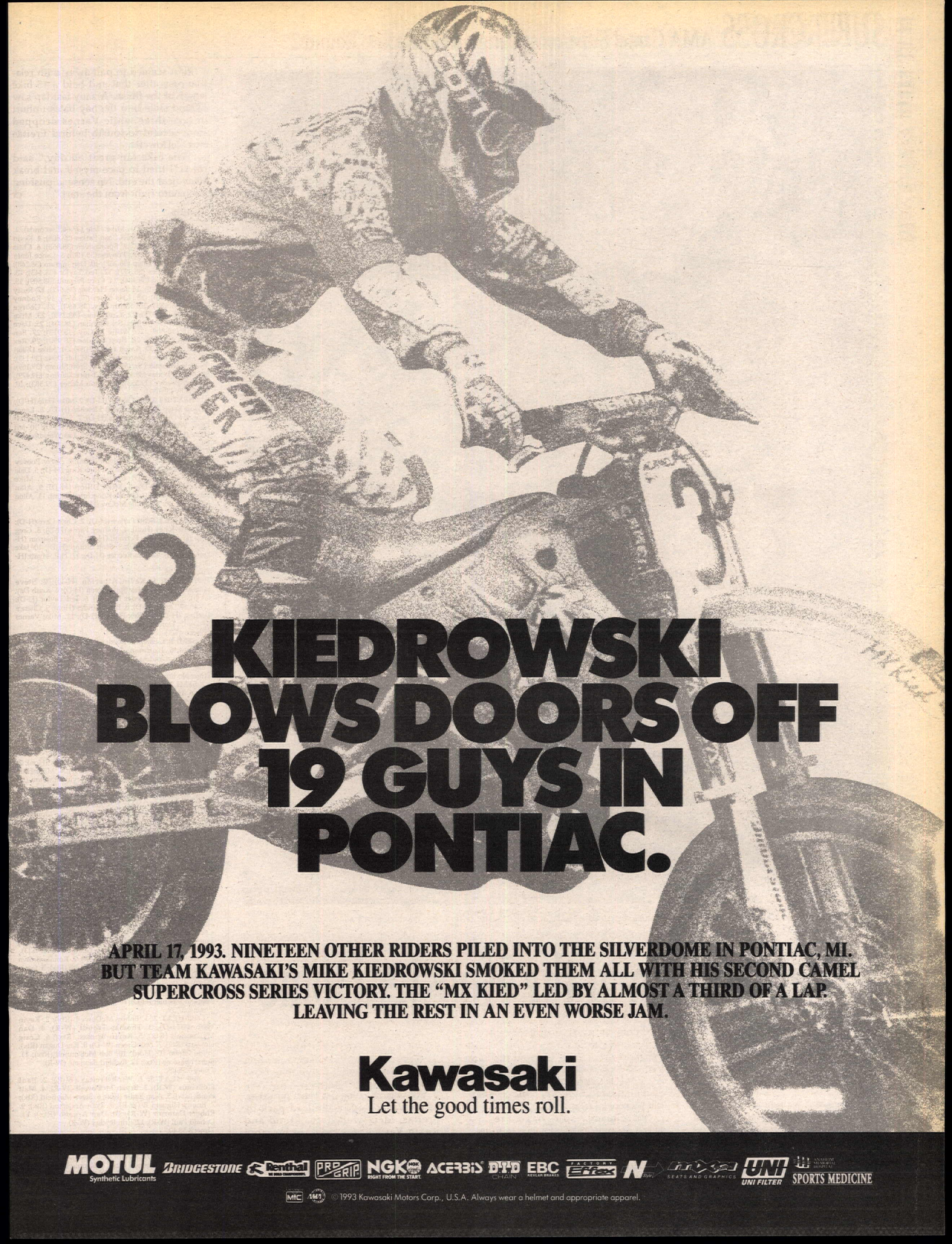
Time: 3:58.88.

600 HEAT 3: 1. Wink Freitas (W-R); 2. Paul Polhemus (W-R); 3. Bryan McDowell (W-R); 4. Matt Waite (Rtx); 5. Alan Eadie (Rtx); 6. Steve Mayfield (Rtx); 7. Jimmy Higuera II (W-R); 8. Ryan Anderson (Rtx); 9. Robert Damron (W-R); 10. Dan Argano (Rtx); 11. Donald Paul (W-R); 12. Erin Bricker (W-R).

Time: 3:58.40.

15-LAP 600 SUPPORT FINAL: 1. James Hart (W-R); 2. Wink Freitas (W-R); 3. Bobby McDowell (Rtx); 4. Kevin Varnes (H-D); 5. Alan Eadie (Rtx); 6. Matt Waite (Rtx); 7. Dan McDonnell (Rtx); 8. Ronnie Brown (W-R); 9. Jaime Aguilar (W-R); 10. Ricky Smith (Rtx); 11. Kevin Bricker (Rtx); 12. Thomas Troutt (W-R); 13. Bobby McDonnell (W-R); 14. Jeff Eklund (Rtx); 15. Paul Polhemus (W-R).

Time: 9:49.86.



KIEDROWSKI BLOWS DOORS OFF 19 GUYS IN PONTIAC.

APRIL 17, 1993. NINETEEN OTHER RIDERS PILED INTO THE SILVERDOME IN PONTIAC, MI. BUT TEAM KAWASAKI'S MIKE KIEDROWSKI SMOKED THEM ALL WITH HIS SECOND CAMEL SUPERCROSS SERIES VICTORY. THE "MX KIED" LED BY ALMOST A THIRD OF A LAP. LEAVING THE REST IN AN EVEN WORSE JAM.

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SUPERCROSS AMA Camel Supercross Series: Round 13



Jeremy McGrath's win at the Hoosier Dome makes it possible for him to clinch the title at the next race in Pasadena.

McGrath again at the Hoosier Dome

By Kit Palmer

Photos by Kinney Jones and Jim Talkington

INDIANAPOLIS, IN, APR. 24

Who else but Jeremy McGrath? The 21-year-old Team Honda rider did it again, winning yet another Coors Light Challenge main event, this time in front of 46,346 spectators at the Hoosier Dome. It was McGrath's eighth win of the series, and with just three rounds remaining on the schedule, the 250cc class rookie is now just one win shy of tying the all-time single season win record of nine set by

Team Yamaha's Damon Bradshaw last year. But more importantly, McGrath can realistically clinch the series championship title if he wins at the next round in Pasadena, California, on May 15.

At the Hoosier Dome, McGrath scored the win in much the same manner as his previous seven wins, taking command early in the race and pulling away on his Skip Norfolk-tuned Honda CR250.

"I'm stoked," said the southern Californian of his victory. "It's the starts. I tried to get out in front early and gain as much time as possible, and everything just worked out."

McGrath now holds a commanding 52-point lead over next-in-line, Team Kawasaki's Mike Kiedrowski, 296-244. Kiedrowski, who has won two rounds this season thus far, had a night he'd just as soon forget, crashing three times

in the feature and finishing a disappointing 12th.

Second on the night was McGrath's teammate Steve Lamson. It was Lamson's best finish of the season, his previous best being fifth, which he has done three times before. Lamson grabbed the holeshot and led for a lap and a half before getting passed by McGrath. From that point on, Lamson held control of second place, despite strong challenges by Team Yamaha's Jeff Emig on the last lap. Emig finished third, while Team Kawasaki's Mike Craig and Team Suzuki's Guy Cooper rounded out the top five.

Missing from the lineup was defending champ Jeff Stanton. Stanton, who suffered a concussion in a crash a week earlier at the Pontiac Supercross, was a no-show at Indianapolis. Stanton said earlier in the week that he felt fine and wanted to race the event, but his doctor said that he should wait one more week before racing again. As a result, Stanton dropped from third to fourth in the series point standings, trading places with Bradshaw, who, like Kiedrowski, had a rough night. While running seventh late in the race, Bradshaw suffered a solo crash, then another, which ultimately dropped him back to 13th where he finished. He is currently 79 points behind McGrath.

The Indianapolis Supercross marked the return to action of local hero Mike LaRocco, who lives in nearby South Bend, Indiana. The Team Kawasaki rider won the opening round at Orlando but then suffered a broken wrist in a practice crash and has been sidelined since. LaRocco won the opening heat race, but a crash early in the feature relegated him to ninth.

"I'm just glad to be back, but I'm a little disappointed how things turned out," said LaRocco. "But my wrist doesn't feel too bad."

The event also marked the final round of the Eastern Regional 125cc Supercross Series, and the 15-lap feature was won by Team Honda's Doug Henry, who had already clinched the title a week earlier at Pontiac. Henry, riding a Ron Heben-tuned Honda CR125, came from behind before taking the checkered flag in first place ahead of Kawasaki Team Green's Davey Yezek and Downers Grove Yamaha's (DGY) Chad Pederson, who earned runner-up honors in the series.

250 Heats

The first of two eight-lap heat races, which transfer the top four riders directly to the main event, featured crowd favorite LaRocco. The Hoosier gated fifth, behind teammate Kiedrowski, Lamson, Suzuki's Denny Stephenson and Team Noleen Racing/Yamaha's Larry Brooks.

During the first lap, Stephenson and Kiedrowski dropped back when they knocked handlebars coming out of a turn, and by the end of the second lap, LaRocco was running second and closing in on Lamson. By the halfway point, two separate battles had broken out - one between Lamson and LaRocco for the lead, and the other involving Kiedrowski, Yamaha's Jeff Emig, and Suzuki's Guy Cooper and Brian Swink for third through sixth.

Then LaRocco took the lead when Lamson bobbled and crashed hard in a section of whoops and dropped back to sixth. LaRocco went on to take the win, while Kiedrowski settled into second at the finish. Emig broke free of Cooper and Swink to finish third.

A Cooper/Swink last-lap dice for the last direct transfer spot came down to the final turn when Swink made a last-ditch attempt to pass his teammate but came up inches short as they sailed over

the finish line jump. Cooper took fourth and was headed for the main event, and Swink faced a semi.

"It just feels great to be back racing again, especially here in front of my home crowd," said heat race winner LaRocco. "My wrist feels pretty good, and I'm going to go for it in the main."

There was plenty of action in the second heat, even though McGrath ran away and scored an easy victory. Behind him, though, the action was fierce. Suzuki's Phil Lawrence, Team Noleen Racing/Yamaha's Shaun Kalos, Kawasaki's Michael Craig, Suzuki's Jeff Matiasovich and Suzuki rider Larry Ward spent the entire eight-lap race banging bars and trading places. During the course of the battle, Craig crashed hard when he tagged Lawrence's back wheel and dropped to 10th, but the highlight of the race took place on the last lap. After winner McGrath took the checkered flag approximately five seconds ahead of Lawrence and Kalos, Matiasovich and Ward crashed into each other in the last right-hand, hairpin turn while battling for fourth. Upon entering the turn, Ward got out of shape, went off the course to his right, cut inside the hay bale marking the inside of the turn and slammed into Matiasovich, who was exiting the turn. Both riders went down in a heap, and it was then a race to remount and ride the last 100 feet to the checkered flag. It was a race that Ward won by inches. Moments later, tempers flared when Matiasovich, thinking Ward had purposefully taken him out, elbowed Ward, knocking him off his bike. Ward retaliated by trying to strike Matiasovich as he rode away.

"I just got completely out of shape going into the turn, lost control of the bike, cut across the track and slammed into Jeff; I wasn't even on the bike," said Ward. "It was completely unintentional, but I should not have retaliated. But I just wasn't going to take it."

"I thought he was *trying* to take me out," said Matiasovich. "I had no idea he was out of control. I just know that we were dicing, and we were dicing for the last transfer position."

Ward was penalized a position for cutting off a section of the track, which meant that Matiasovich transferred to the feature, while Ward had to move on to a semi. Matiasovich, however, was fined \$200 by AMA referee Duke Finch for striking Ward.

After a bad start, Bradshaw finished seventh in the heat and then had some words for McGrath, who he claimed intentionally "moved over" on him down the start chute.

Swink came back to win the first of two six-lap semi-final races, which advanced the top five finishers to the feature, despite Lamson taking the early lead. On the second lap Lamson lost traction while powering out of a slick turn, and that was just enough to enable Swink to pounce and jump into the lead. From then on it was all Swink, while Lamson cruised all alone in second. Stephenson kept a close eye on the action in front of him to finish third, and Brooks finished fourth.

The battle for the fifth and last direct transfer position came down to the last lap between Honda/Pro-Circuit rider Grayson Goodman and Honda of Troy Racing's Todd DeHoop. DeHoop's misfortune was Goodman's gain. While coming out of a tight, left-hand turn side-by-side, DeHoop suddenly slowed and came to a rest on top of a jump with his left leg wedged between the rear tire and fender of his own bike. With the assistance of a track official, DeHoop got his leg free and finished the race in seventh place. Goodman took fifth to advance to the main.

Ward came back from his troubles in

the heat race to lead from start to finish in the second semi, while Bradshaw worked his way up to second after a bad start. Craig, who finished third, was leading the race until he crashed all alone in a section of whoops. "Stupid!" said Craig of his crash. Slipping into the last two transfer spots in fourth and fifth were KTM's Cliff Palmer and privateer Mike Jones, respectively.

Honda of Troy Racing's Erik Kehoe led from start to finish in the six-lap last chance qualifier, while FMF's Ray Sommo lucked into the last transfer position of the night when Kawasaki rider Peter Melton ended over a triple jump while running all alone in second. He recovered to finish 11th, while DeHoop finished third, one spot out of the transfers.

250 Main

McGrath, Lamson and Stephenson powered into the first turn of the 20-lap Coors Light Challenge feature three abreast, and by the end of the first lap it was Lamson pulling ahead just in front of McGrath, Stephenson, Emig, Cooper, Lawrence and Craig. Back in ninth was LaRocco; 10th Matiasovich; 13th Bradshaw and 17th Ward. Picking up their bikes following a first-turn tangle were Brooks and Kiedrowski.

"Brooks just kept coming straight," said Kiedrowski. "He pushed us out wide and we crashed."

Kiedrowski recovered in 19th; Brooks 20th.

Meanwhile, up front, Lamson was setting the pace but couldn't shake McGrath. Lamson's moment of glory lasted until the second lap when McGrath motored cleanly around his teammate.

"I didn't want to bump Steve or anything," said McGrath. "I didn't want to mess up his ride, so I made sure I got by him cleanly."

"We almost bumped," said Lamson. "I didn't want to hold him up, so I didn't go crazy trying to stay ahead of him."

Once out in front, McGrath was gone. He quickly opened up about a five-second cushion over Lamson and would maintain that advantage to the finish.

"Getting good starts means everything," said McGrath. "After I got out in front I wanted to get away as fast as possible."

McGrath's cruise to the checkered flag didn't go without a scare, however.

"About the 13th lap or so, some hay bale wire got caught up in my rear brake, and I didn't have any rear brakes for two laps," said McGrath, whose rear wheel was entangled with wire after the race.

The crowd's hopes of seeing LaRocco do well were all but erased during the third lap when he swapped and crashed in a section of whoops.

"I just got a little overanxious," said LaRocco. "I went into the whoops too hard; I just wasn't riding the way I should've. I'm definitely frustrated."

LaRocco recovered in 19th place and would eventually work his way up to ninth at the finish.

Once McGrath and taken over the lead, the only question left was, who would finish second? And it was a question that wouldn't be answered until the last lap.

For most of the race, Lamson held a small advantage over Emig, who was closely followed by Craig. Lawrence dropped back slightly in fifth, just ahead of Swink, Cooper and Bradshaw. Stephenson had faded back to midpack before crashing late in the race and eventually finishing 18th.

Bradshaw spent most of the race trying to get around Cooper but couldn't,



Steve Lamson (21) led the 20-rider field early in the feature; he finished second.

Doug Henry (16) tripled past Davey Yezek for the lead in the 125cc feature.



and he, too, eventually crashed on the 16th lap and dropped back to 11th.

"I just couldn't ride tonight," said Bradshaw. "Nothing went right."

Emig and Craig traded places a couple of times while dicing for third.

"I passed Emig for third and got close to Lamson, but then my arm, which I hurt last week at Pontiac in a crash, started to pump up. About the 14th lap, my arm went numb. I didn't

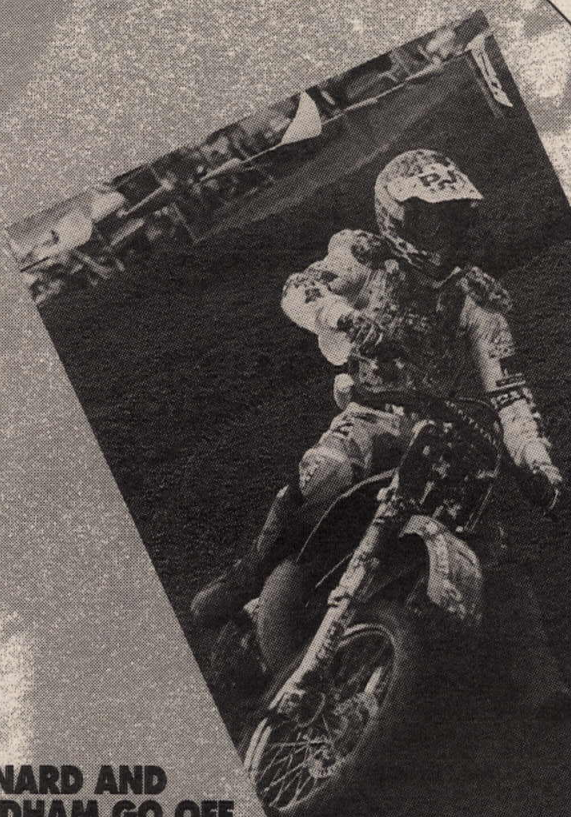
want to crash, so I let Emig by on the 16th lap."

"I was ahead of Craig early in the race, then I started making mistakes and I got my handlebar in my chest when I got out of shape in some whoops," said Emig. "I decided to let him by, but I never stopped charging after that."

Once past Craig for good, only a few laps remained, and Emig charged after Lamson. On the last lap, Emig got his



SETRA ENDURO SERIES CHAMPIONSHIP	1st Overall
Joey Hopkins (Joey's 3rd consecutive SETRA Enduro championship)	
TEXAS STATE CHAMPIONSHIP ENDURO CIRCUIT	1st Overall
Todd Harris (Todd's 5th consecutive TSCEC Title)	
TECATE ENDURO TECATE, B.C.N., MEXICO—MARCH 13TH	1st Overall 2nd Overall 3rd Overall
Larry Roeseler Danny Hamel Ty Davis	
AMA DISTRICT 37 DESERT RED MOUNTAIN, CA—MARCH 14TH	1st Overall 2nd Overall
Danny Hamel Dave Ondas	
SETRA "CAJUN CLASSIC" ENDURO ALEXANDRIA, LA—MARCH 14TH	1st Overall 2nd Overall 3rd Overall
George Waller David Bragg Kevin Hutchinson	
AMA NATIONAL HARE & HOUND SERIES MURPHY, ID—MARCH 21ST	1st Overall 2nd Overall
Danny Hamel Larry Roeseler	
AMA DISTRICT 37 PROSPECTORS "GOLD RUSH" ENDURO RED MOUNTAIN, CA—MARCH 21ST	1st Overall 2nd Overall
Dana Van Stee Billy Fullmer	



REYNARD AND WINDHAM GO OFF AT WILD VEGAS WEEKEND.

LAS VEGAS, NV, APRIL 16-18. The Team Green boys hit the strip over the weekend for the NMA World Mini Grand Prix. Kevin Windham rolled four class victories while Robbie Reynard was dealt three of a kind, and raging Ricky Carmichael was the top minibike rider by a long shot. The total Team Green jackpot added up to 19 class titles. Rumor has it Wayne Newton is trying to get on a KX.

AMA SOUTHEASTERN REGIONAL CHAMPIONSHIP MEGA SERIES MUDDY CREEK RACEWAY BLOUNTVILLE, TN—MARCH 7TH	
Jeff Gibson	60cc
Jeff Gibson	Jr. Mini
J.D. Collins	125cc Schoolboy
J.D. Collins	125cc B
Shawn Shultz	250cc B
Jim Neese	250cc A
Larry Sparks	+25B
Chip Tsangarides	+30C
BLOUNTVILLE, TN—MARCH 21ST	
Jeff Gibson	60cc
Charles Dunaway	Sr. Mini
Shawn Shultz	250B

NMA WORLD MINI GRAND PRIX LAS VEGAS, NV—APRIL 17-18 (Kawasaki riders won 19 of 29 classes)	
Bobby Bonds	Jr. Cycle Stock 6-8
Tyler Kavaney	Jr. Cycle Stock 9-11
Brian McGavran	80cc Cycle Modified 6-11
Billy Payne	80cc Stock 9-11
Ricky Carmichael	80cc Stock 12-13
Jason Partridge	80cc Stock 14-16
Brock Sellards	Supermini
Ricky Carmichael	125cc Modified 14-16
Casey Johnson	125cc Stock Intermed.
Kevin Windham	250cc Open
Kevin Windham	125cc Stock Intermed.
Kevin Windham	125cc Modified Intermed.
Todd Gravitt	125cc Stock Beginner
Robbie Reynard	250cc Modified Pro
Robbie Reynard	250cc Stock Pro
Craig Decker	250cc Modified Novice
Josh Beckett	

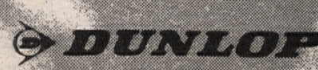
AMA AMATEUR SUPERCROSS CHARLOTTE, NC—APRIL 4TH	
Joshua Summey	65cc 7-11
Robbie Horton	85cc 12-13
Richie Horton	125B
Richie Horton	250B
Mike Welsh	Open B/C



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**GNC INTERNATIONAL MOTOCROSS FINALS
LAKE WHITNEY, TX—MARCH 19-21**

Bobby Bonds	Mini Mini Jr. 6-8
Johnny Marley	Mini Mini Sr. 9-11
Ricky Carmichael	Minibike Jr. 7-11
Jason Partridge	Minibike Sr. 12-13
Andy Bowyer	Minibike Sr. 14-16
Kevin Gravett	125cc Stock Novice
Kevin Windham	125cc Stock Int.
Casey Johnson	125cc Open
Robbie Reynard	125cc Expert
Kevin Windham	250cc Stock Int.
Casey Johnson	250cc Intermediate
Robbie Reynard	250cc Open
Joey Hardin	250cc Expert
Brian Carlson	Open (500cc)
D.L. Wood	+25 Intermediate
David Jones	+25 Masters
Gary Beam	+30 Masters
	Over 38



**JOHNSON AND MARLEY
WALK ON LAKE WHITNEY.**

LAKE WHITNEY, TX, MARCH 19-21. Team Green miracle workers Casey Johnson and Johnny Marley stomped on the GNC Finals at Lake Whitney Cycle Ranch for two straight days and led a Green sweep of 19 of 33 classes. Johnson trampled the 125 and 250cc Opens, while Marley took the Mini's for a hike.

**AMA AMATEUR SUPERCROSS
DALLAS, TX—MARCH 28TH**

Brad Woolsey	125B
Justin Puz	125C
Justin Puz	250C
Jon Bennett	Open B/C
Mark Landry	+25
Tom Conner	+35
Tom Conner	+40

**CANYON RACEWAY GRAND PRIX
PHOENIX, AZ—MARCH 28TH**

Garth Sweetland 250 Pro

**SETRA BROWN MOUNTAIN
LIGHTS ENDURO
LENOIR, NC—MARCH 28TH**

Kevin Wright	125 C
Dale Cross	200 A
Randy Kovac	200 B
Greg Wilson	200 C
Steve Peek	250 B
James Hoots	250 C
Farrell Smith	500 B
Glen Cox	Vet C
Michael Thompson	SSN B

**AMA DISTRICT 38 BUZZ BOMB
DESERT TEAM RACE
PLASTER CITY, CA—APRIL 3RD**

Craig Smith/Earl Roberts	1st Overall
Paul Krause	2nd Overall
Dan Worley/Jim Lohr	3rd Overall

KINGMAN, AZ—APRIL 4TH

Scott Morris	1st Overall
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**AMA DISTRICT 11 HARE SCRAMBLES
NELSONVILLE, OH—APRIL 11TH**

Doug Blackwell	1st Overall
Gene O'Neil	2nd Overall

**AMA NATIONAL HARE & HOUND
JERICHO, UT**

Danny Hamel	1st
Ty Davis	2nd
Larry Roeseler	3rd

**SCORE SAN FELIPE 250
SAN FELIPE, B.C., MEXICO—APRIL 17**

Danny Hamel/Larry Roeseler	1st Overall & 1st Class 22
Scott Morris/Craig Smith	2nd Overall & 1st Class 21
Earl Roberts/Dan Worley/ Rex Staten	3rd Overall & 1st Class 30
Robert Prayther/Joey Lane	1st Class 20
Chris Haines/Bill Tanner	1st Class 40

UNO, DOS, TRES...

SAN FELIPE, B.C. MEXICO, APRIL 17. With a blistering average speed of 58.65 mph., Team Green's Danny Hamel and Larry Roeseler grabbed the overall win at the San Felipe Series. Kawasaki mounted teams also took second and third to cook up yet another spicy Team Green Mexican sweep.



Kawasaki
Let the good times roll.



SUPERCROSS

AMA Camel Supercross Series: Round 13



Hoosier Mike LaRocco (left), with his tuner Tom Morgan, returned after a wrist injury.

Mike Kiedrowski (3) was pulled off his bike by hay bale wire and was momentarily pinned under the bike. Damon Bradshaw (8) also crashed in the same spot.



front wheel inside of Lamson's bike in an off-camber turn just before the finish and the two riders bumped.

"I tried to spin him out," said Emig. "I had to do whatever it took to get into second even if that meant having to spin him out."

"I would've probably have done the same thing, too," said Lamson. "I felt him bump my back wheel, but I knew not to hesitate and get away."

And get away he did. Lamson sailed across the finish line in second place, just ahead of Emig.

"I got good starts all night long," said Lamson. "I just put it all together in the main. I saw them (Emig and Craig) behind me, and I must admit that I have a problem with choking when guys get behind me. But tonight I tried blocking them out of my mind and focus ahead and look at Jeremy's lines. I just had to stop worrying about the guys behind me."

Finishing a few seconds behind Emig in fourth was Craig. "I just didn't want to crash and I got pretty tired," said Craig. "I basically let Emig by; I just didn't put up a fight."



Look closely and you can see hay bale wire wedged in Jeremy McGrath's rear brake caliper. It nearly cost him the win.

Cooper passed Lawrence two laps from the finish to nab fifth, while Lawrence held on to sixth just ahead of Swink, Kalos, LaRocco and Matiasovich, who rounded out the top 10.

"On the sixth lap, I came up short over a triple and screwed up my back," said a very disappointed Matiasovich, whose been struggling all season long with a sore back. "When it goes out, I might as well pull off."

Palmer finished 11th and Kiedrowski 12th.

"After crashing twice, I had worked my way back up to about ninth when I got tangled up in some hay bale wire and it completely pulled me off the bike. Bradshaw was right in front of me and I think it pulled him off too."

"I don't know what happened," said Bradshaw, who finished one spot behind Kiedrowski. "But it (the wire) might've gotten me too."

125 Main

Team Suzuki's Ezra Lusk was the early leader in the 15-lap 125cc feature, but on the fifth lap, he swapped off the track and dropped back to third. Inheriting the lead was Kawasaki Team Green's Davey Yezek, with heat race winner Chad Pederson slipping into second.

While Yezek led the way, all eyes focused on the recently crowned champ Doug Henry, who had gated eighth. Henry, the other heat race winner, picked off riders quickly and was running third by the end of the fourth lap. But a lap later, the Team Honda rider crashed over a section of small double jumps and dropped back two positions.

Henry quickly remounted and, once again, began his drive to the front. Five laps later, he found his way back into third and eventually took over second when Pederson clipped Yezek's rear wheel in a section of whoops and nearly crashed. Two laps later, Henry sailed passed Yezek over a triple jump that Yezek doubled. In the remaining four laps, Henry opened up a four second lead before taking the checkered flag, while leading the way for the seventh time of the season. Yezek held on to finish second just ahead of Pederson. Lusk settled for a distant fourth, while Kawasaki Team Green's Josh Steel rounded out the top five.

"It took me a little while to get going," said Henry, "and I was having a little problem with my clutch. But by jumping all the triples, that really helped, because that really cut down on

lap times. I know I had already clinched the title, but it was the last race and I wanted to go out winning."

"I've been shootin' for this all year," said Yezek after his best ride of the season. "It really feels nice to be up on the podium."

Pederson wasn't exactly thrilled with third. "It's a big disappointment," said Pederson, who was hampered by injuries earlier in the year. "I kept falling off the pace and made a lot of mistakes. Now I just have to get ready for next year."

Results

250 HEAT 1: 1. Mike LaRocco (Kaw); 2. Mike Kiedrowski (Kaw); 3. Jeff Emig (Yam); 4. Guy Cooper (Suz); 5. Brian Swink (Suz); 6. Steve Lamson (Hon); 7. Denny Stephenson (Suz); 8. Larry Brooks (Yam); 9. Todd DeHoop (Hon); 10. Grayson Goodman (Hon); 11. Gene Naumac (Yam); 12. Jeff Glass (Hon); 13. Peter Melton (Kaw); 14. William Wilson (Hon); 15. Steve Childress (Suz); 16. Trey Owens (Yam); 17. Todd Downs (Yam); 18. Gaylon Dickson (Yam); 19. Eron Ezerins (Kaw); 20. Shane Templeton (Yam).

Time: 7 min., 38.72 sec.

250 HEAT 2: 1. Jeremy McGrath (Hon); 2. Phil Lawrence (Suz); 3. Shaun Kalos (Yam); 4. Jeff Matiasovich (Suz); 5. Larry Ward (Suz); 6. Mike Jones (Suz); 7. Damon Bradshaw (Yam); 8. Cliff Palmer (KTM); 9. Erik Kehoe (Hon); 10. Mike Craig (Kaw); 11. Travis Hodges (Kaw); 12. Ray Sommo (Yam); 13. Dag Boyesen (Yam); 14. Anthony Amaradio (Kaw); 15. Kevin Crine (Hon); 16. Travis Kobush (Hon); 17. Eric Edwards (Yam); 18. Craig Noack (Kaw); 19. Kohji Ohkawara (Yam); 20. Dan Jannette (Yam).

Time: 7:43.02

250 SEMI 1: 1. Swink; 2. Lamson; 3. Stephenson; 4. Brooks; 5. Goodman; 6. Owens; 7. DeHoop; 8. Melton; 9. Wilson; 10. Glass; 11. Childress; 12. Dickson; 13. Downs; 14. Naumac; 15. Ezerins; 16. Templeton.

Time: 5:42.00

250 SEMI 2: 1. Ward; 2. Bradshaw; 3. Craig; 4. Palmer; 5. Jones; 6. Kehoe; 7. Hodges; 8. Sommo; 9. Crine; 10. Noack; 11. Kobush; 12. Ohkawara; 13. Edwards; 14. Amaradio; 15. Boyesen; 16. Jannette.

Time: 5:48.84

LCQ: 1. Kehoe; 2. Sommo; 3. DeHoop; 4. Hodges; 5. Naumac; 6. Ohkawara; 7. Crine; 8. Noack; 9. Boyesen; 10. Childress; 11. Melton; 12. Glass; 13. Wilson; 14. Dickson; 15. Kobush; 16. Owens; 17. Edwards; 18. Downs; 19. Amaradio; 20. Ezerins; 21. Templeton; 22. Jannette.

Time: 5:55.56

250 MAIN: 1. Jeremy McGrath (Hon); 2. Steve Lamson (Hon); 3. Jeff Emig (Yam); 4. Michael Craig (Kaw); 5. Guy Cooper (Suz); 6. Phil Lawrence (Suz); 7. Brian Swink (Suz); 8. Shaun Kalos (Yam); 9. Mike LaRocco (Kaw); 10. Jeff Matiasovich (Suz); 11. Cliff Palmer (KTM); 12. Mike Kiedrowski (Kaw); 13. Damon Bradshaw (Yam); 14. Erik Kehoe (Hon); 15. Grayson Goodman (Hon); 16. Ray Sommo (Yam); 17. Mike Jones (Suz); 18. Denny Stephenson (Suz); 19. Larry Brooks (Yam); 20. Larry Ward (Suz).

Time: 19:14.51

250 CAMEL SUPERCROSS SERIES POINT STANDINGS (After 13 of 16 rounds): 1. Jeremy McGrath (296/8 wins); 2. Mike Kiedrowski (244/2 wins); 3. Damon Bradshaw (217/2 wins); 4. Jeff Stanton (211); 5. Steve Lamson (181); 6. Michael Craig (178); 7. Brian Swink (155); 8. Jeff Emig (135); 9. Cliff Palmer (133); 10. Larry Ward (131); 11. Guy Cooper (120); 12. Jeff Matiasovich (113); 13. Shaun Kalos (107); 14. Denny Stephenson (97); 15. Mike LaRocco (90/1 win); 16. Phil Lawrence (85); 17. Erik Kehoe (83); 18. Jeremy Buehl (55); 19. Larry Brooks (35); 20. Ray Sommo (31).

125 HEAT 1: 1. Doug Henry (Hon); 2. Ezra Lusk (Suz); 3. Mike Brown (Hon); 4. Jeff Dement (Yam); 5. Jason Edwards (Hon); 6. Jeff Curry (Kaw); 7. Mark Morris (Yam); 8. Steven Herman (Suz); 9. Chuck Reed (Hon); 10. Kevin Crine (Hon); 11. Nathan Ramsey (Suz); 12. Doug De Haan (Suz); 13. Steve Childress (Suz); 14. Jim Randa (Hon); 15. William Wilson (Hon); 16. Ryan Dean (Hon); 17. Jimmy Eickel (Hon); 18. Jamie Bennett (Yam); 19. Jay Wagner (Hon); 20. Shane Templeton (Yam).

Time: 5:55.63

125 HEAT 2: 1. Chad Pederson (Yam); 2. Davey Yezek (Kaw); 3. Scott Sheak (Kaw); 4. Brian Deegan (Kaw); 5. Todd Bennick (Suz); 6. Doug Stone (Kaw); 7. Josh Steel (Kaw); 8. Barry Carsten (Suz); 9. Chris Neal (Suz); 10. Gaylon Dickson (Yam); 11. Damyn Swanepoel (Yam); 12. Blane Amrbruster (Suz); 13. Craig Noack (Kaw); 14. Shawn Wright (Kaw); 15. Guy Marsh (Hon); 16. Gregory Kreinbrook (Kaw); 17. Donald Baker (Hon); 18. Chris Craft (Yam); 19. David Gaylord (Kaw); 20. Jeff Pestana (Hon).

Time: 6:02.29

125 LCQ: 1. Randa; 2. Childress; 3. Noack; 4. Amrbruster; 5. De Haan; 6. Pestana; 7. Dean; 8. Gaylord; 9. Kreinbrook; 10. Ramsey; 11. Baker; 12. Crine; 13. Bennett; 14. Wilson; 15. Dickson; 16. Wagner; 17. Wright; 18. Marsh; 19. Swanepoel; 20. Craft; 21. Eickel; 22. Templeton.

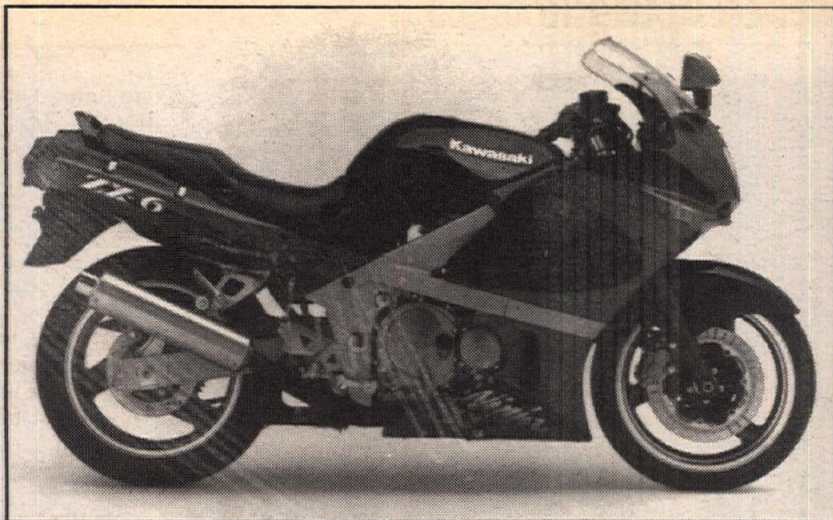
Time: 4:12.47

125 MAIN: 1. Doug Henry (Hon); 2. Davey Yezek (Kaw); 3. Chad Pederson (Yam); 4. Ezra Lusk (Suz); 5. Josh Steel (Kaw); 6. Jason Edwards (Hon); 7. Jeff Curry (Kaw); 8. Scott Sheak (Kaw); 9. Mike Brown (Hon); 10. Todd Bennick (Suz); 11. Brian Deegan (Kaw); 12. Barry Carsten (Suz); 13. Doug Stone (Kaw); 14. Mark Morris (Yam); 15. Steven Herman (Suz); 16. Chuck Reed (Hon); 17. Steve Childress (Suz); 18. Chris Neal (Suz); 19. Craig Noack (Kaw); 20. Jim Randa (Hon); 21. Blane Amrbruster (Suz); 22. Jeff Dement (Yam).

Time: 15:07.10

125 EASTERN REGIONAL SUPERCROSS SERIES FINAL POINT STANDINGS: 1. Doug Henry (239); 2. Chad Pederson (155); 3. Ezra Lusk (145); 4. Davey Yezek (122); 5. Jeff Curry (117); 6. Tim Ferry (105); 7. Scott Sheak (100); 8. Mike Brown (95); 9. Jimmy Eickel (91); 10. Barry Carsten (76); 11. Jason Edwards (68); 12. Josh Steel (62); 13. Jimmy Button (55); 14. (TIE) John Dowd/Jeff Dement (48); 16. Todd Bennick (40); 17. (TIE) Brian Deegan/Anthony Paggio (39); 19. Joel Dengler (30); 20. Jeff Pestana (28).

NINJA ZX-6/KLX650



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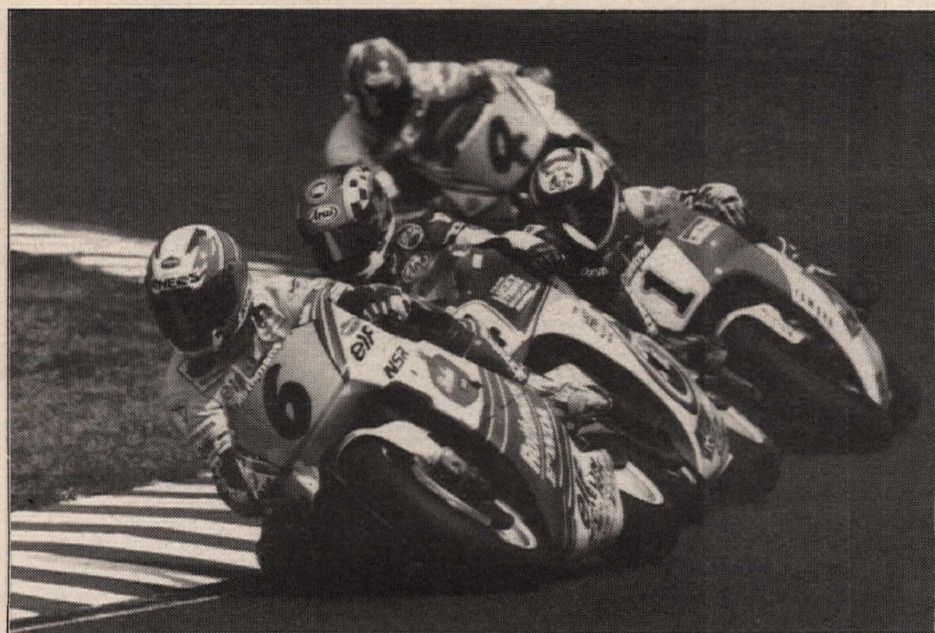
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ROAD RACE

World Championship Road Race Series: Round 3



Shinichi Itoh (6), Kevin Schwantz (34), Wayne Rainey (1) and Daryl Beattie (4) were this close for the entire 500cc Japanese Grand Prix at the Suzuka Circuit.



When it was all said and done, Wayne Rainey had won his 22nd 500cc GP.

Rainey wins dogfight in Japan

By Michael Scott

Photos by David Goldman and Patrick Gosling

SUZUKA, JAPAN, APR. 18

Wayne Rainey won an epic Japanese Grand Prix - his second successive win, and yet another fighting victory that showed the Marlboro Roberts Yamaha triple champion's formidable caliber as a racer.

Left behind after yet another muddled start, Rainey fought his way through from ninth to join a fierce four-bike tussle for the lead, which changed hands countless times during a heroic afternoon's work.

It was his 22nd career win in the 500cc class, putting him fourth on the all-time GP win list, equal with Geoff Duke, John Surtees and his own team boss Kenny Roberts (only Giacomo Agostini, Mike Hailwood and Eddie Lawson have more). It was also one of his hardest ever.

Pole starter Kevin Schwantz and the Lucky Strike Suzuki were less than a tenth-of-a-second adrift; third-place Daryl Beattie another two-tenths down; and fellow Rothmans Honda rider Shinichi Itoh less than two seconds behind after a classic race which all had led several times, and in which they swapped places sometimes three or more times a lap.

Schwantz had a new lap record as consolation for having been slowed by backmarkers in the crucial closing laps.

The race was run in sunny if windy conditions with a crowd of 71,000, with no rain all weekend - unusual at Suzuka, and proof that moving the date back three weeks had paid off. It was proof also that long fast circuits are real GP tracks, and lead to real GP races.

Marlboro Honda Pons' Alex Criville was fifth, and Lucky Strike Suzuki's Alex Barros sixth, with Rothmans Honda's Michael Doohan deeply disappointed after managing no better than seventh after fitting a special dual-control rear brake with an extra hand control to compensate for his still-stiff right leg.

For the crowd and television viewers, it was the race of a lifetime; for the 500cc class, it was notice that Rainey is back, in the biggest possible way. Now up to his third chassis of the year, he is at last satisfied with the Yamaha, full of praise for his Dunlop tires, and has an even greater championship lead to defend as the circus moves to Europe.

Earlier, Japanese superstar Tetsuya Harada and the Telkor Yamaha had

underlined his impact on GP racing with a brilliant and equally hard fought win in a nail-biting 250cc race. Tadayuki Okada and the Rothmans Honda was second, just over half-a-second adrift.

But the unluckiest man of the race was Marlboro Honda's Loris Capirossi. The Italian had survived any number of lurid slides to battle with the dominant Japanese duo, and moved into the lead in the closing stages. Then he went one skid too far, falling on the last lap, remounting to trail in a heartbroken 10th.

This left third to his countryman Dorian Romboni on the HB Honda, who withstood a desperate overtaking attempt by practice crasher Nobuatso Aoki on the Cup Noodle Kanemoto Honda in the final chicane.

Frenchman Jean-Philippe Ruggia was fifth, the best result this year for an Aprilia, with returning champion John Kocinski's Lucky Strike Suzuki overpowered and trailing in a solitary ninth position.

Dirk Raudies became the only rider to win three races this year, with a carbon-copy start-to-finish 125cc win that he is making his trademark. The 108-pound German found it harder than at the previous two races because of an error in carburetor setting. But he still humbled the Japanese opposition, leaving them to battle for second place safely in his wake.

For a third race, the runner-up slot went to Kazuto Sakata from teammate Takeshi Tsujimura. The top three were all mounted on Honda RS125s.

The weekend was a disaster for comeback superstar Freddie Spencer. The three-time World Champion crashed heavily on Saturday morning to suffer his third injury of the year. The American will be out of racing for at least four weeks.

But it was a triumph for Dunlop, who shod all the winners here and have won seven out of nine GPs so far this year.

500cc Grand Prix

Several riders were caught out again by the erratic starting procedure. Among them Schwantz, who got rolling and stopped again, but still managed to jump away first and lead into the first corner. His promising new teammate Barros was on his tail, and slipped past into the chi-

cane to lead the first lap, with Itoh's Honda hard up behind the pair.

Rainey was much worse off. Worried about the chance of a one-minute penalty as the start-jumping controversy continues, he was caught napping and was out of the top 10 on the way into the first turn. By the end of lap one the charging champion had passed Australian Kevin Magee to take eighth, but had a big mountain to climb.

On lap two, Schwantz took the lead again. Then Itoh showed the strength of Honda's top speed (leading to yet more suggestions that he was using fuel injection), simply motoring past down the straight; and Schwantz showed his own fighting quality by outbraking him into the chicane at the end of it. The pair seemed set to go back and forth this way almost indefinitely, with Barros slowly losing ground behind, handily placed to hold up any pursuers.

In fact, the Brazilian had cooked his rear tire, and was not able to play such a role at all, for he was soon to be left behind by a greater margin. At the same time, after five laps, Rainey arrived behind him after picking his way remorselessly through, and forced his way past in the middle of the Esses, in too much of a hurry to wait for a more convenient spot.

Beattie had started better than Rainey, but was not really inspired until the American passed him, and he was also picking his way through, a little distance behind. Meanwhile, Schwantz had tired of the game of being passed on the straight and repassing into the chicane, and had decided to hold a watching brief behind Itoh for a while.

By one-third distance, Rainey's charge had carried him up to the leaders, and on lap eight he was harrying Schwantz, and then in front of him. He promptly attacked Itoh on the inside into the Spoon Curve, only to take his turn at feeling the hot blast of Honda power as Itoh surged back ahead down the straight.

Rainey already looked like a race winner, but it was early yet, and Schwantz wasn't prepared to let him get away. On lap 10, as Rainey ran wide at the hairpin, Schwantz moved into an attacking position, and dived past both of them, Itoh at

the end of the straight, and Rainey into the chicane.

Now the front three were all over each other, and this gave Beattie his chance to catch up, and he swept through to take the lead at the end of lap 13. And now began a superb feast of top class 500cc racing, with four bikes closely matched on lap times but faster at different points of the track, battling back and forth. Beattie led for three laps, Schwantz for the next three, with Rainey dropping back to fourth then fighting his way up to second again.

If he'd been on the charge before, Rainey now redoubled his efforts, his slide-happy Dunlop tires allowing him to paint black lines out of almost every corner. A lesser rider would have been crashing.

With three laps to go, he was on Schwantz's tail, and trying to pass all over the place, even where it was clearly impossible. Then he did slip through at the end of the straight, and Beattie followed him past the Suzuki. Then Itoh blew by at the end of the pit straight, prompting Schwantz to comment later: "I felt in a good position, then all of a sudden I was fourth."

They were still so very close that the result was open. Then they ran up against backmarker Jose Kuhn as they ran into the chicane with one lap left. The French beginner let the first two past, then baulked Schwantz and Itoh. The delay meant the Japanese rider lost touch once and for all, but Schwantz wasn't prepared to let it all slip away, and produced a superhuman performance to get back with the leading pair.

He dived past Beattie into the chicane for the last time, and attacked Rainey as well. But the Yamaha rider had just enough in hand to stay in front across the line.

After the race, Rainey was full of praise for Dunlops and the third and best incarnation of the Yamaha chassis. "The tires won the race," he said. "I was trying to be cautious, then I rode like an old woman into the first turn. But my tires were better than what the other guys have. I could pick up the pace and ride aggressively." He also complimented his rivals for "clean, safe riding."

Schwantz was resigned to his defeat. "I don't know if the backmarkers affected the result, but when I dropped to fourth earlier with two laps left I didn't have time to get back up."

And Beattie was his typical laid-back self. "I'm really happy with the result because with the problems I had during qualifying I didn't think I could be near the front. My mechanic Nick Davis made a lot of chassis changes today, and I went into the race not knowing what to expect, but it worked really well."

And thus ended a hell of a race, which quite overshadowed whatever happened behind.

Which was that Barros was fading with his rear tire sliding badly, and lost fifth place to Criville's Honda on the last lap; both of them narrowly ahead of Doohan, angry at having made such a bad tire choice that he could do nothing to improve on his bad start. The Australian had crashed in practice without injury, and was wary. "All the time I thought the machine would snap sideways - a disastrous day as far as I'm concerned."

He did narrowly outdistance Toshihiko Honma, drafted in through an unexpected twist in race regulations to take over the injured Spencer's Yamaha France bike. The Japanese championship contender, who had won a national race at Suzuka three weeks before on a factory Yamaha, in turn beat Kevin Magee after a race-long battle, by just two-tenths of a second. Magee, in his first GP ride since 1991, was recovering from injuries during practice for an earlier All-Japan race.

Wild card works Yamaha rider Norihiko Fujiwara was 10th, riding quite alone. Cagiva's Doug Chandler was also hampered by injuries after his crash in Malaysia two weeks before, and was 11th, another 30 seconds behind.

A strong privateer battle for 12th saw slow starter Niall Mackenzie and the Valvoline Roc-Yamaha catch up to claim the position, only to lose it again to Arakaki who went shooting past at the chicane on the last lap. The Scotsman protested that in fact the Japanese rider had completely and deliberately missed the corner, but the protest was rejected and the result stood, with Arakaki claiming the position by three-tenths. Udagawa, who had been with them, was 14th, 24 seconds behind at the finish; Briton Emmett was 15th, claiming the last point. In fact he had fallen at the hairpin, but climbed back, losing only 15 seconds, to defeat Laurent Naveau by half a second.

There were 24 finishers: retirements included Marlboro Yamaha's Luca Cadalora, troubled by bad handling with the same Mk3 frame as teammate Rainey,

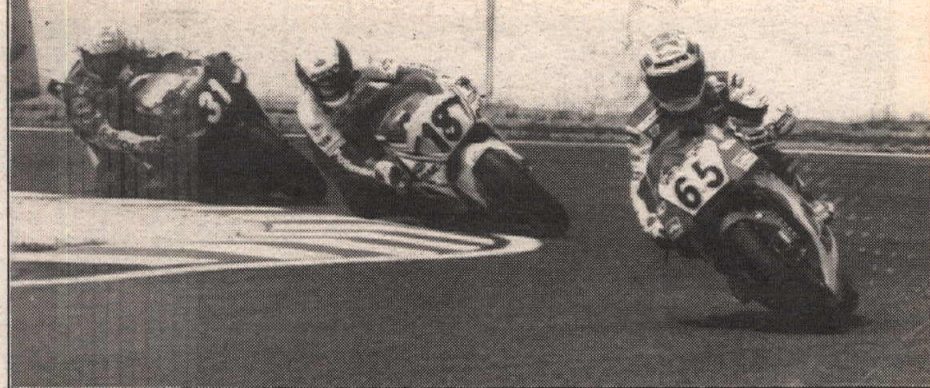
which was not cured when he pulled in for a tire change; chicane crasher John Reynolds (Harris Yamaha), Mat Mladin, whose Cagiva broke down, "The engine stopped so I parked it. I don't know what was wrong," and Lucio Pedercini, lucky to escape serious injury in a very heavy highside crash that almost took him into the bridge under the main straight.

The circus now goes to Europe with 11 races left, and Rainey leading Schwantz, 70-61. Beattie is third on 49, and Itoh and Criville equal fourth on 32.

250cc Grand Prix

Nobody could have asked for a better race than that which started the day. It featured local heroes in triumph, but only over a truly valiant effort by the opposition. It came from Loris Capirossi, whose last lap crash out of a very hard-won lead may have broken his own heart, but certainly won many of those watching.

As pole qualifier Harada dashed straight into the lead, he was pursued by a gaggle of Hondas, ridden by Romboni in second, Capirossi third and Max Biaggi



Loris Capirossi (65), Tadayuki Okada (18) and Tetsuya Harada (31) in their 250cc battle.

fourth ahead of Okada. But Romboni was soon dropping off the back as the Rothmans bikes of Okada and Biaggi forced past. Biaggi was soon to stop, his drive chain snapped after just four laps; by which time there were only three in it. Harada still led, Capirossi held second from Okada.

The Japanese riders were in control on

their home track, Capirossi was always trying conspicuously hard just to stay on terms, and he had already been given early warning of the possible cost, only just managing to stay in control of a near high-sider coming out of Degner Curve under the bridge on lap two.

Okada seemed to have a clear power advantage, and passed Harada for the

Schwantz on pole, again

The top class arrived for the third race with all the important works riders in an improved state one way or another. Title leader Wayne Rainey had a new frame - MkIII - as did teammate Luca Cadalora; Michael Doohan was in better physical condition, and also had an ingenious way of recovering his use of the back brake, lost since June last year; Doug Chandler wasn't quite fit, but his injured hand was a lot better than it had been in Malaysia.

But the best off of all was Kevin Schwantz, not merely still favorite because of his strong preseason tests, but also with factory-fresh engine modifications for his Suzuki, designed to improve carburation accuracy both for starting (after two slow starts at the previous rounds) and also better top-end. "The bike is running stronger at the top and also feels smoother. In fact, though the Honda might still be a little better in top speed, the Suzuki seems all round to be the best bike out there at the moment," he said.

Schwantz did much more than merely qualify on pole, almost a full second ahead of the next fastest man. He dominated every practice session, able to lead without risks or even conspicuous effort, and sitting pretty for a strong race, as long as it remained dry. "If it rains, it's a new ball game for everybody," he said.

He was really enjoying the bike and the ease with which he could dominate. "I tried some steering changes on Saturday morning to see if I could make the bike better. It was worse, but it doesn't matter. We were still fastest, and I know not to carry on in that direction. My only choice is which tire to use - we're faster than everybody on either one of the possible choices."

He was even pleased when he looked over his shoulder. Instead of title leader Rainey, his major opposition, it was Shinichi Itoh second, from the closing stages of the final session, exhibiting determination and local knowledge in equal measure, and expressing himself surprised to be the fastest Rothmans Honda rider for the first time. "I think I could have gone faster than Schwantz too," he added. "But I couldn't find a clear track."

Rainey was third, less than a tenth down on Itoh, but almost a full second slower than Schwantz. Never to be discounted for the race, he still had quite a barrier to surmount, and remained huddled with his engineers in the pit for a long time after the session. Significantly, Team Roberts had discarded their electronic CES Ohlins suspension, used for the past year, but now adding another tricky variable to their chassis set-up difficulties. But Rainey was pleased with the new chassis.

"I believe I'll race it," he said. "It's a step in the right direction. What it's done is to bring us back to the middle of the available adjustment for weight distribution and suspension. It still has a kinda vague feeling in the middle of the corner, but it turns in good and the whole bike feels more relaxed."

Less than two-hundredths slower, a remarkable showing, came Doohan. The Australian has been relaxed and cheerful all season, but had much more to be happy about here in spite of a spectacular spill on Saturday morning at the fourth-gear Dunlop curve. "My left wrist is a lot better so I can brake harder," he said. "But it was still stiff. I fell because I misjudged a tire on only my second fast lap on it - I like to get to the point where it slides so I can judge how it feels, but this one let go in a hurry and I was down. Anyway, the crash bent my wrist back and loosened it up. It was like a lot of physiotherapy all at once - I hope it wasn't too much."

Row two was led by the impressive Alex Barros, who has taken well to the Suzuki and was higher earlier in the session. "I was happy with one bike, then I took out the other (my Malaysian race bike) to see the difference, and it went even faster," he said. "I think I will race that one."

Daryl Beattie on the third Rothmans Honda was battling, rather surprisingly considering his extensive experience of Suzuka. "I can't seem to get the bike to feel comfortable," he said. "I've lapped faster here before, so it's real frustrating. I've been playing with suspension and tires. I hope I can put something good together for the race."

Wild card rider Kevin Magee, in his first and probably only GP this year, was along-



side, just four-hundredths slower than Beattie, but more than two seconds down on Schwantz, and also battling with injuries including a badly mauled little finger.

Barely a tenth down and concluding row two came Chandler, his hopes for a strong Cagiva finish in the stronghold of the Japanese rivals dashed by his Malaysian hand injuries. "It's a lot better, but it's spoiled my confidence because I don't have the strength to hold on to it if it slides," he said. "It's painful under braking, and I can't flick the bike the way it needs it through the Esses. We're gonna strap it up real tight for the race. Maybe that'll be better."

Second wild card Fujiwara led row three, less than three-tenths ahead of fellow Yamaha rider Toshihiko Honma. Which was a remarkable performance from the latter, since he only rode the bike for the first time on Saturday afternoon, in just one session. He was on Freddie Spencer's Yamaha France bike rather than his own, and the only adjustment he made was to the seat cushion.

It came about after a remarkable (and remarkably sensible) rule-bending episode by Ecclestone's event management committee allowed him to take the place of the very unfortunate Spencer.

Practice came alight for the 250s with 20 minutes to go in the final session, when Tetsuya Harada blazed around, in a superb two-wheel drift almost all the way, to set a time almost 1.5-seconds inside his own lap record. This was in spite of having been briefly delayed on the main straight by the Honda of Alberto Puig.

Tadayuki Okada responded at once with an electrifying effort of his own, taking off yet another tenth to secure pole.

But even this was temporary. Out went Harada again, and this time nobody got in his way as he reeled off a lap faster than all but five of the 500cc-class riders, a scorcher that cut another seven-tenths off Okada's best. It was a remarkable performance by any standards, from a supremely confident and stylish rider at the peak of his form.

"Pole was very important for me, because there are many Japanese riders in the Japanese GP," he said. "I pushed very hard to get it back from Okada. But I do not think the race will be at such a fast pace tomorrow, because of tire wear. I will have to think carefully from start to finish."

Harada's performance on the Telkor-Valesi Yamaha was the more impressive, for a third race, because his team crew speak no Japanese. All communication comes (said team owner Valesi) "by feeling and body language", and since the Yamaha was below the top speed of the Hondas at this fast track, communication is obviously highly effective.

Okada (like everybody present) expressed surprise at Harada's speed. "I felt certain I was going to make pole position. Just the same, I feel I can win tomorrow, but obviously it is going to be a pretty close race. I'll try to save my tires so I can pass Harada across the line," he said.

The Europeans had no answer to any of this, though Loris Capirossi also stormed out to try and improve in the closing minutes, after watching Harada's first fast lap on his in-pit TV monitor, and simply shaking his head at the sight. Romboni was already out there, and redoubled his already conspicuously spectacular efforts to make sure of third place on the grid, two-tenths slower than Okada. Then he crashed in the closing minutes at the chicane, lucky to escape injury. "I'm really happy," he said. "I'm the top European, and the bike and tires were perfect. If I can get a good start tomorrow, I'll try and make it hard for the Japanese riders."

Capirossi, pole qualifier for the past two meetings, was at the far end of the front row, and bemused by the speed of the Japanese. He had improved his own time by almost 1.5 seconds over the course of one day, but remained over a second adrift.

Row two was led by Jean-Philippe Ruggia, moving up in the closing stages with the first really impressive ride this year by himself or indeed anybody on an Aprilia. "The engine is good," said the Frenchman. "We have some settings to test tomorrow, and I feel I can improve more."

Next to him, by dint of a similarly almost superhuman effort, came John Kocinski, finally moving up the order after a dismal and difficult time. New engine parts delivered by the Suzuki factory had shown up well on the dyno, but had caused a number of problems on the track, proving the often articulated principal that a GP race is the wrong place to test anything new. After wasting a day and getting no higher than 10th, the team abandoned attempts to improve speed and acceleration, and reverted to engine parts they had had before.

Now the returning former champion was again short of acceleration, but had missed an important day for obtaining the right chassis settings. "The best thing about the old engine parts is they can do a lap," said Kocinski dryly. "Now we've hit problems with balance and front wheel grip. I don't know if it's the bike or the tires."

ROAD RACE

World Championship Road Race Series: Round 3



Kazuto Sakata (3) finished second in the 125cc GP, but couldn't keep up with Dirk Raudies.

first time on the sixth lap. Harada moved straight back in front. Okada motored past again on the straight on lap seven; Harada attacked straight back, looking really wild and coming close to a crash at the chicane. Then Capirossi came back again, taking the lead once more on lap eight.

It was furious battling, all three frequently abreast into the corners, and the lead changing hard too often to keep count. But Harada took the lion's share of it, with Okada able to play a waiting game and hope his speed advantage might give him the win on the final lap.

Then on the 17th lap Capirossi once again made a bid to buck the Japanese odds, seizing the lead into Turn One, and staying in front for that lap and the next.

Now it was the last lap, and everybody held their breath.

Then it happened, in the same place as on lap two. Capirossi wound the power on out of Degner, the bike flicked one way and then the other - but this time he couldn't hold it. He still didn't let go, and slid up the track under the bridge, head down on the tarmac and his hand apparently trapped under the bike.

Of course Harada and Okada flashed past, and Harada held it to the finish to lead the Honda across the line by just over half a second. "I'd already decided to settle for second when Capirossi fell," he admitted. "The Honda was too fast for me to beat."

Okada's head fell in disappointment as he crossed the line. His problem had been

tire choice. "The rear was sliding from lap five. It spoiled my chances."

Behind this fine race, Romboni, Aoki and Ruggia were locked in battle, and inspired to greater efforts for a podium finish when they saw that Capirossi had crashed. "I guess Aoki had the same idea as me," said Romboni; and the Japanese rider passed him on the straight only to run too fast into the chicane, giving Romboni just enough room to get back in front. He secured the rostrum finish by five-hundredths of a second, with Ruggia delighted to have kept his Aprilia a similar minuscule distance behind, the group 20 seconds behind the leaders.

Another five-odd seconds down came Helmet Bradl on the HB Honda, who had been caught out by the erratic starting procedure once again, and was working hard to catch up before he decided to cool it after almost crashing at the hairpin.

Pier-Francesco Chili's Telkor Yamaha was seventh, then came the younger Aoki, named Takuma, in an impressive wild card outing. (Haruchika Aoki, brother number three, scored points in the 125cc GP, the first time three brothers have done so in a World Championship event.)

Kocinski trailed to a solitary ninth, short of performance and sadly disappointed after his promising preseason testing performances; Capirossi remounted and coasted across the line in 10th, also deeply depressed.

Then came a strong five-bike battle, won by Andy Preining from Patrick van den Goorbergh, both on Aprilias, Spanish Honda rider Luis d'Antin, German Jochen Schmid on a Yamaha and Ducados Honda's Alberto Puig, all five covered by just over a second.

Former MX champion Jean-Michel Bayle was 21st; there were 28 finishers. Retirements included Bosshard, who crashed; and Reggiani, who survived a spectacular high-speed excursion off the track, but then decided to retire since he had no chance of any points.

Harada now leads the championship with 70 points to 49 each for Aoki and Okada; with Kocinski and Romboni equal fourth on 38, and Bradl fifth on 28.

125cc Grand Prix

Dirk Raudies made his third successive win look similar to the two previous run-aways, but said later it had been harder. "This time I was 200 rpm down, so I had to rider harder in the corners," the German Honda rider said.

The problem came as the result of over-jetting to compensate for over-revving due to the tail-wind down the straight, and it meant that when the pursuit caught up to within less than three seconds at the end, it was not because Raudies had backed off.

However, those chasing were deeply involved with one another, in a fearsome six-bike battle that seemed certain to end in tears. Amazingly, however, all stayed on, to cross the line with Kazuto Sakata in front, then Takeshi Tsujimura, Akira Saito and Noburo Ueda. Defending champion Ralf Waldmann was sixth, with from second to sixth places covered by less than two seconds. All were on Hondas except Waldmann who rode an Aprilia.

It was also Sakata's third second place in succession.

The youngest Aoki brother had lost ground at the finish, but was a save seventh ahead wild card Najajyo. Then at last



came some more European riders with familiar names: Jorge Martinez ninth, Oliver Petrucciani 10th, and Herri Torrontegui 11th, the Spaniard gesturing angrily at Petrucciani after a coming together at the chicane.

Notable among the retirements were pain-stricken Bruno Casanova (Aprilia), in his first race of the year; and Peter Oettl, who crashed his Aprilia after one lap. Three laps later, Fausto Gresini (Honda), crashing through from a slow start, crashed under the wheels of an angry Carlos Giro on the works Aprilia, securing his third non-finish of three races.

Triple winner Raudies and his 75 points takes a 15-point title lead to Europe, his consistency matched by that of Sakata, with 60 points. Then comes Tsujimura on 39.

Results

125cc QUALIFYING: 1. Dirk Raudies (2:20.046); 2. Noburo Ueda (2:20.531); 3. Kazuto Sakata (2:20.789); 4. Takeshi Tsujimura (2:21.093); 5. Haruchika Aoki (2:21.381); 6. Fausto Gresini (2:21.147); 7. Akira Saito (2:21.381); 8. Oliver Koch (2:21.480); 9. Kinya Wada (2:21.515); 10. Ralf Waldmann (2:21.858); 11. H. Nakajyo (2:21.870); 12. Oliver Petrucciani (2:21.918); 13. Jorge Martinez (2:21.937); 14. Giovanni Palmieri (2:21.542); 15. Carlos Giro (2:22.158); 16. Maik Stief (2:22.240); 17. K. Miyasaka (2:22.270); 18. Herri Torrontegui (2:22.542); 19. Bruno Casanova (2:22.697); 20. Ezio Gianola (2:23.156); 21. Loek Bodelier (2:23.264); 22. Masafumi Ono (2:23.345); 23. Stefan Kurfiss (2:23.355); 24. Luigi Ancona (2:23.509); 25. Neil Hodgson (2:23.525); 26. Stefan Prein (2:23.768); 27. Peter Oettl (2:23.911); 28. Julian Miralles (2:24.490); 29. Ari Molenaar (2:24.595); 30. Gary McCoy (2:25.049); 31. Manuel Hernandez (2:25.083); 32. Manfred Baumann (2:25.346); 33. Stefano Caracchi (2:26.482); 34. Lucio Cecchinello (2:27.138); 35. Hans Spaan (2:28.116).

250cc QUALIFYING: 1. Tetsuya Harada (2:11.089); 2. Tadayuki Okada (2:11.790); 3. Dorian Romboni (2:12.043); 4. Loris Capirossi (2:12.151); 5. Jean-Philippe Ruggia (2:12.499); 6. John Kocinski (2:12.689); 7. Helmut Bradl (2:12.816); 8. Loris Reggiani (2:12.912); 9. Nobuatsu Aoki (2:13.442); 10. Massimiliano Biaggi (2:13.515); 11. Pier-Francesco Chili (2:13.879); 12. Andy Preining (2:14.520); 13. T. Aoki (2:14.891); 14. Alberto Puig (2:15.037); 15. Alessandro Gramigni (2:15.059); 16. P.V.D. Goorberg (2:15.073); 17. Jochen Schmid (2:15.254); 18. Nobuatsu Aoki

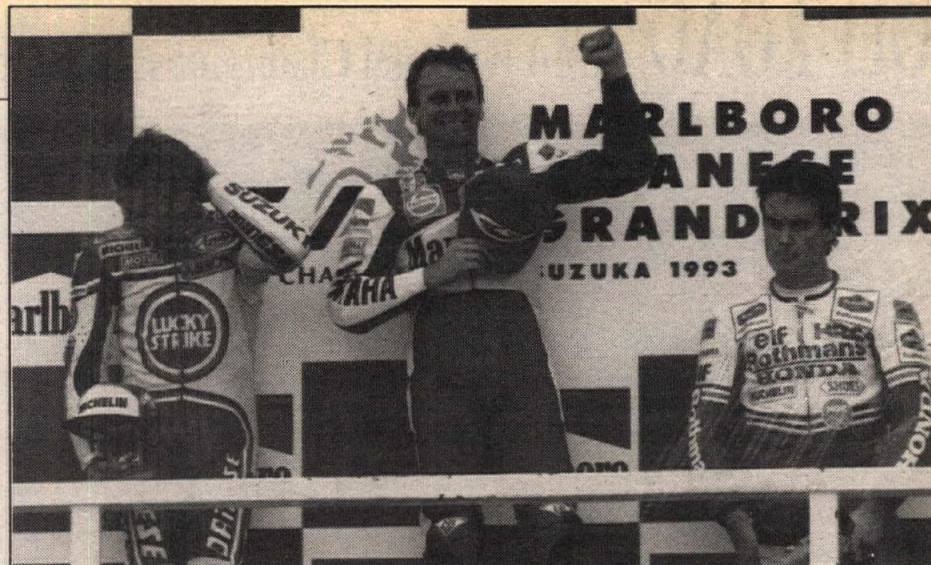
(2:15.256); 19. Carlos Cardus (2:15.376); 20. Paolo Casoli (2:15.457); 21. Adrien Bosshard (2:15.908); 22. Luis D'Antin (2:15.916); 23. Eric Suter (2:16.009); 24. O. Miyazaki (2:16.213); 25. Wilco Zeelenberg (2:16.473); 26. J.V.D. Goorberg (2:16.602); 27. Juan Borja (2:17.167); 28. Bernard Haenggeli (2:17.184); 29. Jean-Michel Bayle (2:17.212); 30. Frederic Protat (2:17.304); 31. Gabriele Debbia (2:18.012); 32. Bernard Kassner (2:19.320); 33. Luis Maurel (2:20.082); 34. Massimo Pennacchioli (2:21.204); 35. Volker Bahr (2:21.379).

500cc QUALIFYING: 1. Kevin Schwantz (2:09.239); 2. Shinichi Itoh (2:10.164); 3. Wayne Rainey (2:10.229); 4. Michael Doohan (2:10.247); 5. Alex Barros (2:10.703); 6. Daryl Beattie (2:11.356); 7. Kevin Magee (2:11.391); 8. Doug Chandler (2:11.553); 9. Nobuyuki Fujiwara (2:11.892); 10. Toshihiko Honma (2:12.154); 11. Tsutomu Udagawa (2:12.409); 12. Luca Cadalora (2:12.549); 13. Toshiyuki Arakaki (2:12.775); 14. Alex Criville (2:12.806); 15. Mat Mladin (2:13.664); 16. Niall Mackenzie (2:13.980); 17. John Reynolds (2:14.309); 18. Larent Naveau (2:14.610); 19. Jeremy McWilliams (2:14.636); 20. Juan-Lopez Mella (2:14.673); 21. Sean Emmett (2:14.972); 22. Thierry Crine (2:15.652); 23. Bernard Garcia (2:15.774); 24. Kevin Mitchell (2:15.798); 25. Michael Rudloff (2:16.002); 26. Lucio Pedercini (2:16.291); 27. Renzo Colleoni (2:16.350); 28. Serge David (2:16.357); 29. Jose Kuhn (2:16.857); 30. Allan Scott (2:17.244); 31. Bruno Bonhuil (2:17.319); 32. Cees Doorakkers (2:19.044); 33. Jean-Luc Romanens (2:19.401); 34. Andreas Meklau (2:20.718); 35. Marco Papa (2:20.781).

125cc GRAND PRIX: 1. Dirk Raudies (Hon); 2. Kazuto Sakata (Hon); 3. Takeshi Tsujimura (Hon); 4. Akira Saito (Hon); 5. Noburo Ueda (Hon); 6. Ralf Waldmann (Apr); 7. H. Aoki (Hon); 8. H. Nakajyo (Hon); 9. Jorge Martinez (Hon); 10. Oliver Petrucciani (Apr); 11. Herri Torrontegui (Apr); 12. K. Miyasaka (Hon); 13. Masafumi Ono (Hon); 14. Luigi Ancona (Hon); 12. Stefan Prein (Hon); 13. Manuel Hernandez (Apr); 14. Stefano Caracchi (Rum); 15. Hans Spaan (Rum); 16. Oliver Koch (Hon); 17. Julian Miralles (Hon); 18. Lucio Cecchinello (Gaz); 19. Kinya Wada (Hon); 20. Giovanni Palmieri (Apr); 21. Ezio Gianola (Hon); 22. Manfred Baumann (Hon); 23. Gary McCoy (Apr); 24. Stefan Kurfiss (Apr); 25. Bruno Casanova (Apr); 26. Carlos Giro (Apr); 27. Fausto Gresini (Hon); 28. Loek Bodelier (Hon); 29. Peter Oettl (Apr).

Time: 42 min., 32.095 sec.
Distance: 18 laps, 65.442 miles.
Margin of Victory: 2.744 sec.
Fastest Lap: Kazuto Sakata, 2:20.231/93.334 mph.

250cc GRAND PRIX: 1. Tetsuya Harada (Yam); 2. Tadayuki Okada (Hon); 3. Dorian Romboni (Hon); 4. Nobuatsu Aoki (Hon); 5. Jean-Philippe Ruggia (Apr); 6. Helmut Bradl (Hon); 7. Pier-Francesco Chili (Yam); 8. T. Aoki (Hon); 9. John Kocinski (Suz); 10. Loris Capirossi (Hon); 11. Andy Preining (Apr); 12. P.V.D. Goorberg (Apr); 13. Luis D'Antin (Hon); 14. Jochen Schmid (Yam); 15. Alberto Puig (Hon); 16. Wilco Zeelenberg (Apr); 17. Eric Suter (Apr); 18. Alessandro Gramigni (Gil); 19. J.V.D. Goorberg (Apr); 20. Frederic Protat (Apr); 21. Jean-Michel Bayle (Apr); 22. Bernard Kassner (Apr); 23. Juan Borja (Hon); 24. Bernard Haenggeli (Apr); 25. Gabriele Debbia



Schwantz, Rainey and Beattie on the podium for the second straight 500cc GP.

(Hon); 26. Volker Bahr (Hon); 27. Massimo Pennacchioli (Hon); 28. Nobuyuki Wakai (Suz); 29. Paolo Casoli (Gil); 30. Luis Maurel (Apr); 31. Adrien Bosshard (Hon); 32. Loris Reggiani (Apr); 33. O. Miyazaki (Apr); 34. Massimiliano Biaggi (Hon).
Time: 42 min., 24.209 sec.
Distance: 19 laps, 69.077 mph.
Average Speed: 97.867 mph.
Margin of Victory: 0.655 sec.
Fastest Lap: Loris Capirossi, 2:12.281/98.944 mph.

500cc GRAND PRIX: 1. Wayne Rainey (Yam); 2. Kevin Schwantz (Suz); 3. Daryl Beattie (Hon); 4. Shinichi Itoh (Hon); 5. Alex Criville (Hon); 6. Alex Barros (Suz); 7. Michael Doohan (Hon); 8. Toshihiko Honma (Yam); 9. Kevin Magee (Yam); 10. Nobuyuki Fujiwara (Yam); 11. Doug Chandler (Cag); 12. Toshiyuki Arakaki (Yam); 13. Niall Mackenzie (Yam); 14. Tsutomu Udagawa (Yam); 15. Sean Emmett (Yam); 16. Larent Naveau (Yam); 17. Thierry Crine (Yam); 18. Kevin Mitchell (Yam); 19. Jose Kuhn (Yam); 20. Bruno Bonhuil (Yam); 21. Allan Scott (Yam); 22. Renzo Colleoni (Yam); 23. Cees Doorakkers (Yam); 24. Andreas Meklau (Yam); 25. Serge David (Yam); 26. Luca Cadalora (Yam); 27. John Reynolds (Yam); 28. Mat Mladin (Cag); 29. Marco Papa (Lib); 30. Lucio Pedercini (Yam); 31. Bernard Garcia (Yam); 32. Jean-Luc Romanens (Yam); 33. Juan Lopez Mella (Yam).
Time: 46 min., 12.307 sec.
Distance: 21 laps, 76.349 miles.
Average Speed: 98.770 mph.
Margin of Victory: 0.086 sec.
Fastest Lap: Kevin Schwantz, 2:09.891, 100.764 mph.

125cc WORLD C'SHIP POINT STANDINGS: 1. Dirk Raudies (75); 2. Kazuto Sakata (60); 3. Takeshi Tsujimura (39); 4. Noburo Ueda (32); 5. Herri Torrontegui (28); 6. Masafumi Ono (26); 7. Akira Saito (22); 8. Ralf Waldmann (21); 9. Fausto Gresini (19); 10. Haruchika Aoki (16); 11. Jorge Martinez (13); 12. (TIE) Kinya Wada/Oliver Petrucciani (10); 14. (TIE) Oliver Koch/Stefan Prein (9); 16. H. Nakajyo (8); 17. Luigi Ancona (7); 18. Gary McCoy (6); 19. (TIE) K. Miyasaka/Maik Stief (4); 21. (TIE) Ari Molenaar/Julian Miralles (1).

250cc WORLD C'SHIP POINT STANDINGS: 1. Tetsuya Harada (70); 2. (TIE) Nobuatsu Aoki/Tadayuki Okada (49); 4. (TIE) John Kocinski/Dorian Romboni (38); 6. Helmut Bradl (28); 7. Pier-Francesco Chili (22); 8. Jean-Philippe Ruggia (18); 9. Massimiliano Biaggi (16); 10. Alberto Puig (12); 11. Loris Reggiani (11); 12. (TIE) Carlos Cardus/Loris Capirossi (10); 14. Luis D'Antin (9); 15. T. Aoki (8); 16. (TIE) Andy Preining/P.V.D. Goorberg (7); 18. (TIE) Jochen Schmid/Adrien Bosshard (6); 20. Wilco Zeelenberg (5); 21. Eric Suter (1).

500cc WORLD C'SHIP POINT STANDINGS: 1. Wayne Rainey (70); 2. Kevin Schwantz (61); 3. Daryl Beattie (49); 4. (TIE) Shinichi Itoh/Alex Criville (32); 6. Alex Barros (30); 7. Doug Chandler (28); 8. Michael Doohan (22); 9. Niall Mackenzie (17); 10. Mat Mladin (13); 11. Larent Naveau (10); 12. (TIE) Toshihiko Honma/Luca Cadalora (8); 14. Kevin Magee (7); 15. Nobuyuki Fujiwara (6); 16. (TIE) Toshiyuki Arakaki/Tsutomu Udagawa/John Reynolds/Bernard Garcia (4); 20. (TIE) Sean Emmett/Jose Kuhn/Juan Lopez Mella (3); 23. Renzo Colleoni/Serge David (1).

It was a classic duel. But in the final seconds, three-time World Champion Wayne Rainey cracked the throttle and rocketed past the finish line to a thrilling victory at the Japanese GP. This makes it two in a row for Wayne, after piloting his Marlboro Roberts YZR500 to victory in Malaysia two weeks earlier. It also gives him a nine-point lead in the championship series. That same day, in another exciting nail-biter, Tetsuya Harada picked up his second win of the season on his TZ250M. Meanwhile, some five thousand miles away, Jimmy Filice kicked asphalt at Laguna Seca on his Wayne Rainey-sponsored TZ250, keeping his perfect 1993 season alive with his third consecutive win in the AMA 250 GP Series. Way to go, guys. From the Far East to the Wild West, you're setting the world on fire.

TEAM
YAMAHA

OFF ROAD AMA National Championship Hare & Hound Series: Round 4



Danny Hamel scored his fourth-consecutive National Hare & Hound win and remains undefeated in the series thus far.

Four in a row for Hamel

By Anne Van Beveren

DELTA, UT, APR. 18

In a touch-and-go dash across 90 miles of northern Utah, Danny Hamel survived a race-long battle with Kawasaki teammate Ty Davis to take the

checkered flag at the Utah National. The hard-fought victory, which saw Hamel score the win less than 10 bike lengths ahead of Davis, gave the 20-year-old

from Boulder City, Nevada, a four-for-four record in this year's seven-race series and puts him well on his way to taking his third National title in a row.

"I need to win one more after this and I think that pretty much gives me the championship," said Hamel, obviously tired after his duel with Davis. "If I can do that, I don't think anyone else can beat me."

If any event in the series had stacked the cards against a Hamel win, this was it. In its five years as a National, the Shawn Gerber Memorial Hare & Hound, hosted by the Sage Riders, has earned a reputation as one of the more demanding events on the calendar. This would normally have been to Hamel's advantage but this year's race fell the morning after Hamel completed a four-and-a-half hour race in 90-degree temperatures at the SCORE International San Felipe 250 and caught the Kawasaki KX500 pilot with tendinitis in his right wrist from pre-running for the Mexico race.

But Hamel's never-say-die attitude had him on the starting line anyway, alongside 170 other racers at the Little Sahara Recreation Area south of Salt Lake City.

Despite perfect weather the week before the race, Mother Nature turned her back on the weekend's racing activities. Threatening gray clouds kept the race area dark and gloomy but did not bring any rain to help lay the dust. Strong, gusty winds turned the silty pit area into a blinding sandstorm and the only moisture that fell - a rain of stinging hailstones an hour after the race began - did nothing to help. The banner dropped for the first of the three starting waves at 10:15 a.m., after a 15-minute delay to accommodate some late-arriving National contenders.

A slower than usual reaction to the banner had Hamel pouring on the pace all the way through a sand dune section. "I started and my bike wasn't in gear, so I got a really bad start," Hamel said. "I just rode really hard through the dunes. They're easy if you watch the person in front of you and just pick them off one at a time."

The person in front when the dunes came to an end was Kawasaki Team Green's Davis, aboard a Kawasaki KX500.

"I was leading at the bomb, but I heard somebody behind me pressuring me," said Davis. "I figured it was Hamel. I was going ballistic trying to get to the trail so I could dust him out."

With nothing but a cattle guard between him and the pink and white ribboned trail, Davis slowed for one critical instant near the six-mile mark.

"The cattle guard was on an angle to the road and I knew he wouldn't try to pass me there, but in that split second that I backed off, he got me," said Davis, shaking his head in disbelief.

The gutsy pass put Hamel in the number one spot and as the ribbon began to follow the silty trails through the trees, there was nothing that Davis could do.

"I had to eat his dust the whole way," Davis said. "I couldn't see a thing and that pretty much decided the race."

As the Amateur/Expert wave headed east into the first of the tree loops laid, the racers began to settle into position. Colorado's Jim Gray was a promising third at the bomb, ahead of local 250cc Expert Dustin Headman and Kawasaki's Larry Roeseler, who had teamed with Hamel in Mexico the day before, was charging hard despite an internal battle with the flu and sore ribs, which needed to be wrapped in two kidney belts and an ace bandage.

Paul Krause's first race since knee surgery last October got off to a slow start. The Kawasaki KX500 racer flattened his front tire in the sand dunes and had to dash back to the pit for repairs. He got back on the course just in

front of the four wheelers that started in the third wave.

Greg Zitterkopf was another early casualty. The KTM rider was sidelined less than 10 miles into the first loop when he reportedly lost the ignition.

The 37-mile opening loop kept the racers on their toes all the way.

"The course was excellent," said Roeseler. "It had so much variety. There would be a fast road for a couple of miles then it's into tight stuff for a couple of miles, then fast again. They kept alternating which made it interesting."

At the head of the pack, Hamel was having an interesting time trying to hold off Davis. The two Kawasaki KX500 pilots were less than 20 feet apart the whole way around the loop and less than 10 seconds separated them as they dashed into the first pit at the end of 45 minutes of racing.

Yamaha WR250 racer Ed Sorenson made the most of the varied terrain and rocketed up from 10th at the bomb to third overall at the pit, despite crashing "all over the place."

"I fell eight of nine times before the race was over. I just kept washing out in the corner," said Sorenson.

The local racer's charge knocked Gray back into fourth at the end of loop one, just ahead of Roeseler and Headman, and Richardson had moved up from ninth at the start of the loop to a respectable seventh.

Richardson had his work cut out as he headed into the 25-mile second loop, which was billed as "the mountain loop."

The Honda CR500 pilot had Utah's hard-charging Jeff Lundgreen on his tail and was running out of rear brakes.

"I went through a sage brush thing on the first loop and bent my brake pedal. If I had my foot on the pegs, my brake was on and I pretty much fried it in loop one," Richardson said. "All through loop two and three, I was saving the brake for emergencies. It was pretty hard in the tight stuff. Finishing this thing around in the trees without using the brakes isn't a lot of fun."

Vince Lucero, a 250cc Expert rider, raced into loop two in ninth overall ahead of Open Expert Mark Lundgreen and Idaho's Curtis Dice headed the Over-30 division in 11th on a KTM 300. Bill Maxim's Kawasaki KX500 led the Senior contenders through in 31st overall.

The tight terrain of the second loop kept speeds low. Fifty minutes had passed before the leader appeared at the end of the 28-mile section and despite riding hard all the way, Hamel had nothing to show for it. Davis was still less than 10 second behind him. "There was tons of pressure the whole way," said Hamel. "I could hear him every time I braked in a corner. I could hear him on the gas catching me. That keeps you on your toes."

By the end of loop two, Davis had had enough of second place.

"I would be within 15 to 20 feet of him in the tight stuff but every time I would reel him in, we would hit a powdery section and he would blow dust," said Davis. "I'd have to slow down and wait for the wind to blow the dust away."

Davis was also waiting for Hamel to tire.

"I could tell he was getting tired in the second loop. I could see his (tire) marks going wider and wider in the corners. I hoped that would make a difference," said Davis.

Roeseler put the tight mountain terrain to good use and came out of the loop in third overall, four minutes behind the leaders. Sorenson was right on his tail in fourth, and Gray had slipped two minutes behind to fifth.

"I was doing really good the first loop, then I tensed up and made a couple of bobbles," Gray said.

Richardson was holding Jeff Lundgreen at bay by the skin of his teeth in sixth overall, while Mark Lundgreen and Dice battled for eighth a minute behind.

Dice's ninth overall put him eight places ahead of his nearest Vet class rival - Yamaha WR250 racer Jeff Boyd, who lost time and a rear fender in a loop two crash. Boyd's longtime local rival, Kerry Lynn, was just one place behind him for third in class.

A fast rider from 15th overall at the end of loop one put Suzuki RM250 racer George McQuiston in the number 10 spot with only the 28-mile third loop remaining, and brothers Corky and Chance Maughan rounded out the top 12.

"I was running up a lot further in the first loop, but I hit a tree and dropped the bike about 20 miles in," Corky Maughan, the older of the Suzuki RM250 siblings, said. "I couldn't get the bike started and it took me all day to get back all the people who passed me."

Loop three was as tight and technical as the two loops before it and the 28-mile section took the fastest riders almost an hour to complete. The grueling course had motocrosser Rex Staten reconsidering his recent change to desert racing.

"Motocross riders think they're pretty tough, but this is something else. This is damn hard," said Staten, who finished third overall at the San Felipe 250 the day before but was running a disappointing 28th overall midway through the National. "I went down once on the first loop and two times on the second loop. Once I overshot a turn, hit a branch and it ripped me off the bike. These guys just hook it through here. I'm still learning and I'm starting to wonder if I'll ever get (to be) any good at this."

The Hamel/Davis chase continued throughout the final loop. The thick dust that had worked to his advantage kept slowing Davis just enough to keep the lead intact.

"The third loop was kind of easier and he pulled away a bit in the fast stuff, but I really got close in the tight stuff, especially in the sand berms," said Davis.

"I think the only thing that kept me motivated was Davis behind me the whole time," said Hamel. "That kept me going. That, a lot of Advil and a whole lot of adrenalin."

The order at the front of the pack stayed much the same until the final stages of the loop when Gray missed a corner.

"I don't know how it happened. All of a sudden I was off the trail and two guys both got by me," said a disappointed Gray. The two guys were Richardson and Jeff Lundgreen, who was still glued to the Honda's fender after almost two complete loops.

"I caught him about the nine-mile marker on the second loop and raced the rest of the way with him," said Lundgreen. "I'd pass him; he'd pass me. It was a really fun race on an excellent course."

Gray was not the only racer to report trouble with the course marking in loop three. Curtis Kelly of Grand Junction, Colorado got so confused he gave up altogether and followed the pit access road home to the checkered flag.

"It was on a ridge half way, maybe three-quarters of the way through the last loop," the Husky pilot explained. "There were backtracks going all over. I went back to the last marker several times, but I was leaking gas and I thought I was going to run out of gas in the middle of nowhere, so I gave up and headed in."



Ty Davis led the early part of the race, but couldn't fend off Hamel's relentless attacks.

Travis Burgess looked a little longer and found his way out of the same spot.

"It was just one turn," Burgess said. "A wrong-way marker was mashed flat. You just had to keep looking."

Not content with winning the Vet class by a comfortable margin, Dice tried to move up on KTM 550 pilot Mark Lundgreen to improve his place in the overall standings with just a few miles to go. "Big mistake," said the KTM 300 racer. "Three miles from the finish I had it going for all she was worth on the country road trying to catch the 500 and it just locked up. I got a little too ambitious, I guess."

The KTM unstuck just long enough to get a grateful Dice across the finish line. As the third loop near the 50-minute mark, all eyes were trained on the edge of the trees, waiting for the outcome of the Hamel/Davis standoff. There was a cheer when the first green bike flashed into sight and a gasp when the second green bike cleared the clearing just seconds behind.

When the KX500s crossed the finish line, Hamel had taken the win by a mere five seconds.

"What a tough race," said Hamel. "I knew I had to pass Davis before we got out on the trail because I knew it was going to be dusty. Getting him early and getting a little lead made all the difference."

"I just wish it (the trail) had been wet. Then I might have been able to get past him instead of chasing him all the way," said Davis.

Roeseler brought the third KX500 home five minutes behind the leaders. "Considering everything - the way I feel and flying in last night - I'm happy to be finishing. This is nothing to be ashamed of," said the Team Kawasaki-backed racer. "I wish I felt a bit better. Maybe the three of us could've battled."

Sorenson survived his multiple crashes and crossed the line fourth overall to take the 250cc class honors.

"I don't race much, so I think knowing the terrain around here made a difference. I live about 20 miles up the road from here," said Sorenson. "This is my backyard."

Dan Richardson's Honda CR500 held Jeff Lundgreen at bay all the way to fifth overall.

"We battled the whole way," said Lundgreen. "My filter plugged up and I couldn't get any top end, so he ran away on top, but it was the funnest time I've had out there in a long time."

Jim Gray's off-the-course excursion left him in seventh. The Kawasaki KX500 pilot wanted to dedicate his ride to the memory of 24-year-old Burton

Vickery, a Colorado rider who was killed in a collision with a train during a cross-country race in Nebraska.

Mark Lundgreen brought his Clean Racing/KTM-backed E/XC 500 home in eighth overall, just ahead of Dice, whose late-in-the-race seize had him wondering if he would ever see the finish.

"I got a lousy start, I got lost twice today and I ran into everything out there. It was an extremely fun day," said Dice.

Second Vet went to Jeff Boyd five places back in 14th overall. Boyd grabbed the number two position from race-long rival Kerry Lynn when Lynn got lost five miles from the finish.

"We're hometown buddies. We dice it out all the time," said Lynn.

Bill Maxim topped the over-40 racers in 24th overall, ahead of Charlie Spellman in 28th, and Larry Wahlberg took first Amateur on a Honda CR250 in 20th overall.

"It was a great course," said Wahlberg. "It was a mixture of everything you could imagine all the way and they had it marked really well."

An ill-fated race for the 125cc Experts finally came to an end when Scott Hansen crossed the finish in second-to-last place. The Suzuki racer reportedly suffered a rear flat and brake problems on the way to the long-winded victory.

The next nearest finisher was Jason Kawell, who lost his head gasket three miles from the finish and finished the race in the back of a pickup.

The founder of the sponsoring club, Preston Gerber, said a special thank you to the Sage Riders' Marilyn Tipton and Bonnie Hutchings, who put in long hours each year to ensure that the National goes off without a hitch. **CN**

Results

O/A: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Larry Roeseler (Kaw); 4. Ed Sorenson (Yam); 5. Dan Richardson (Hon); 6. Jeff Lundgreen (Kaw); 7. Jim Gray (Kaw); 8. Mark Lundgreen (KTM); 9. Curtis Dice (KTM); 10. George McQuiston (Suz); 11. Corky Maughan (Suz); 12. Chance Maughan (Suz); 13. Aaron Huntington (Kaw); 14. Jeff Boyd (Yam); 15. Kerry Lynn (Kaw); 16. Thayne Stanworth (Kaw); 17. Vince Lucero; 18. Steve Pitts (Suz); 19. Kelly Stewart (Kaw); 20. Larry Wahlberg (Hon); 21. Brad Christensen (Yam); 22. Paul Krause (Kaw); 23. Tommy Ady (Kaw); 24. Bill Maxim (Kaw); 25. Shane Stanworth.

OPEN EX: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Larry Roeseler (Kaw).

250 EX: 1. Ed Sorenson (Yam); 2. George McQuiston (Suz); 3. Corky Maughan (Suz).

30+ EX: 1. Curtis Dice (Yam); 2. Jeff Boyd (Yam); 3. Kelly Lynn (Kaw).

40+ EX: 1. Bill Maxim (Kaw); 2. Charlie Spellman; 3. Tom Barber.

50+ EX: 1. Carl Weskamp; 2. Dennis Hausmann; 3. Raymond Patton.

4-STRK EX: 1. Dan Good; 2. Steven Homan.

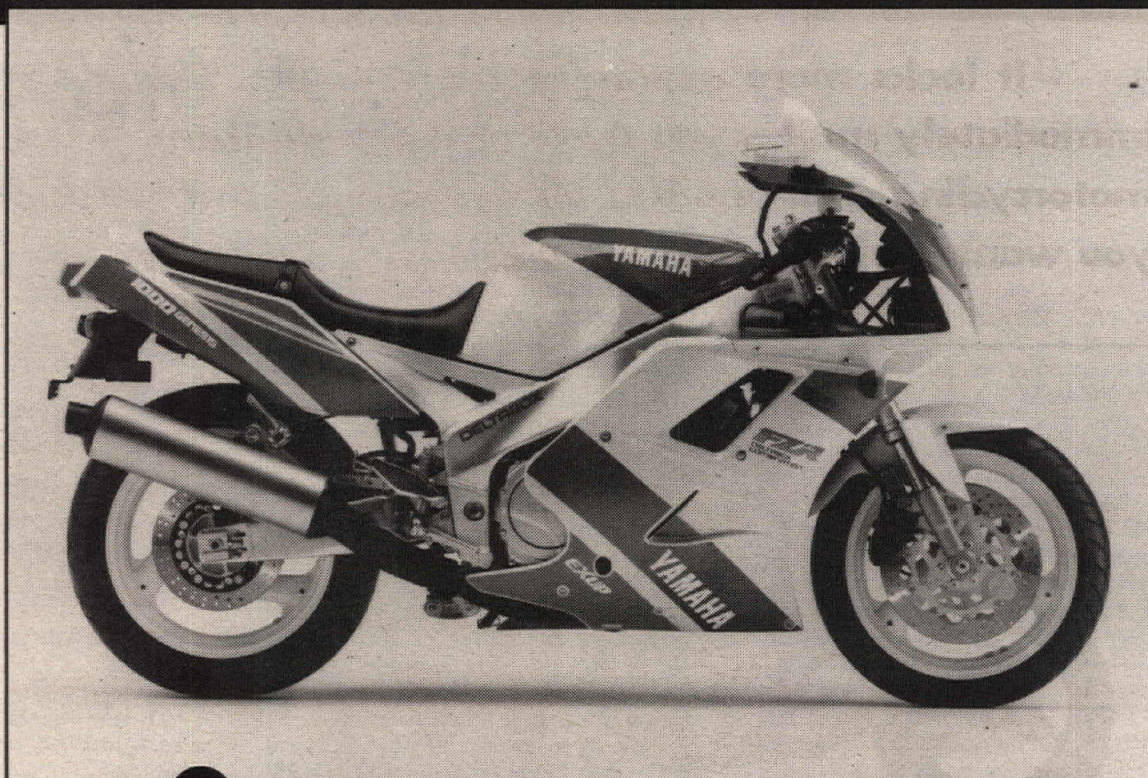
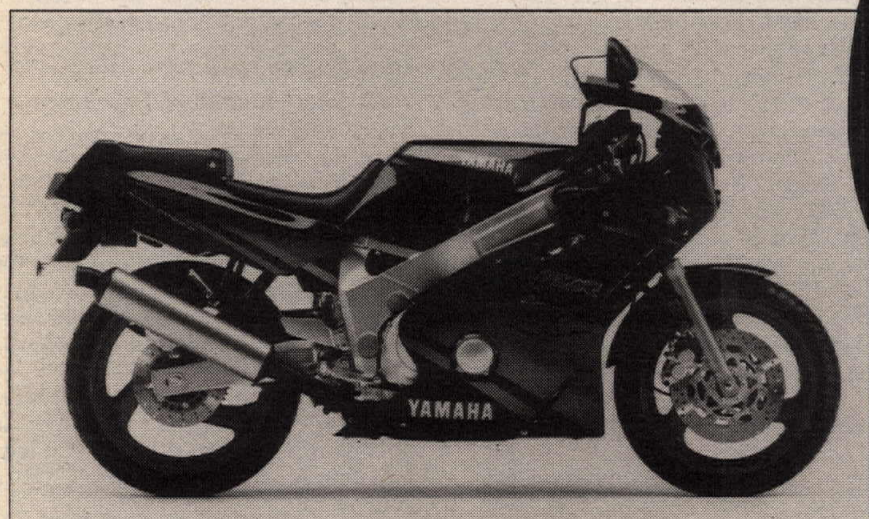
OPEN AM: 1. Charles Worley; 2. Neil Horton; 3. Jason Platts.

250 AM: 1. Larry Wahlberg; 2. Shane Elkins; 3. Erik Evenson.

AMA NATIONAL CHAMPIONSHIP HARE & HOUND POINT STANDINGS (After 4 of 7 rounds): 1. Danny Hamel (120/4 wins); 2. Larry Roeseler (69); 3. (TIE) Greg Zitterkopf/Ty Davis (57); 5. Dan Richardson (45).

YAMAHA 1993

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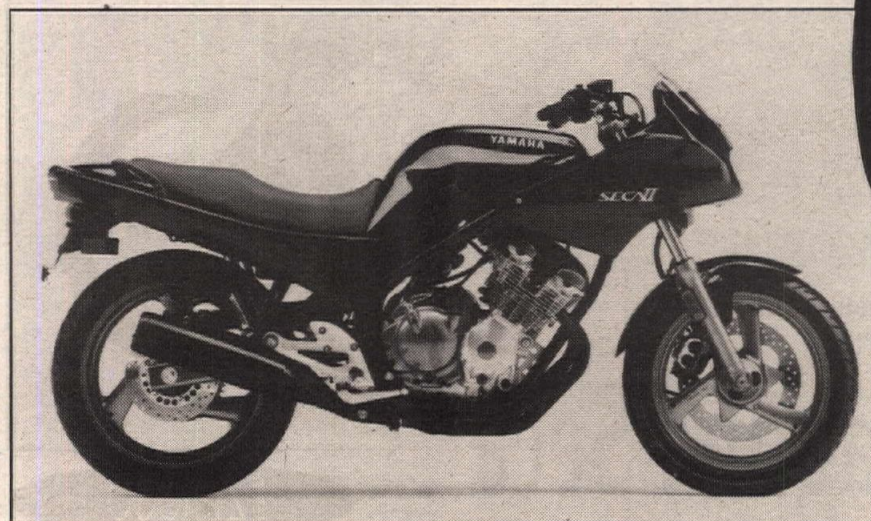
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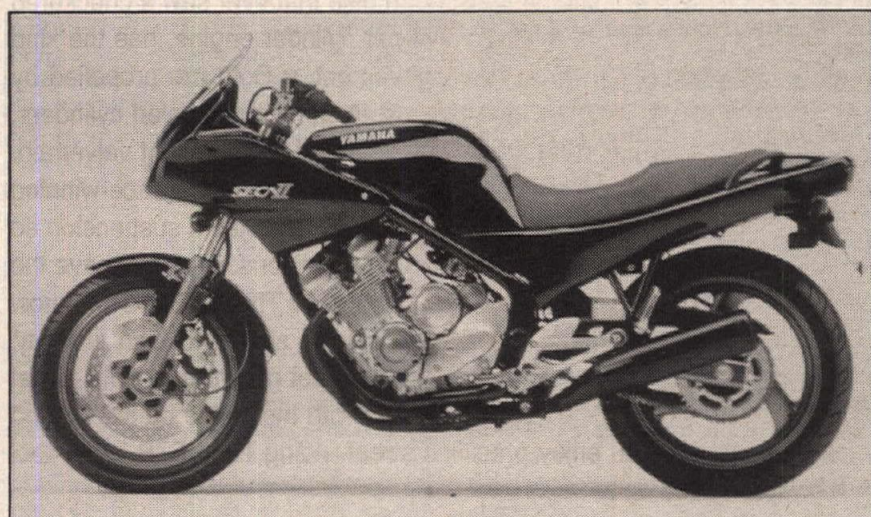
1993 YAMAHA

May 5, 1993 **CYCLE NEWS**

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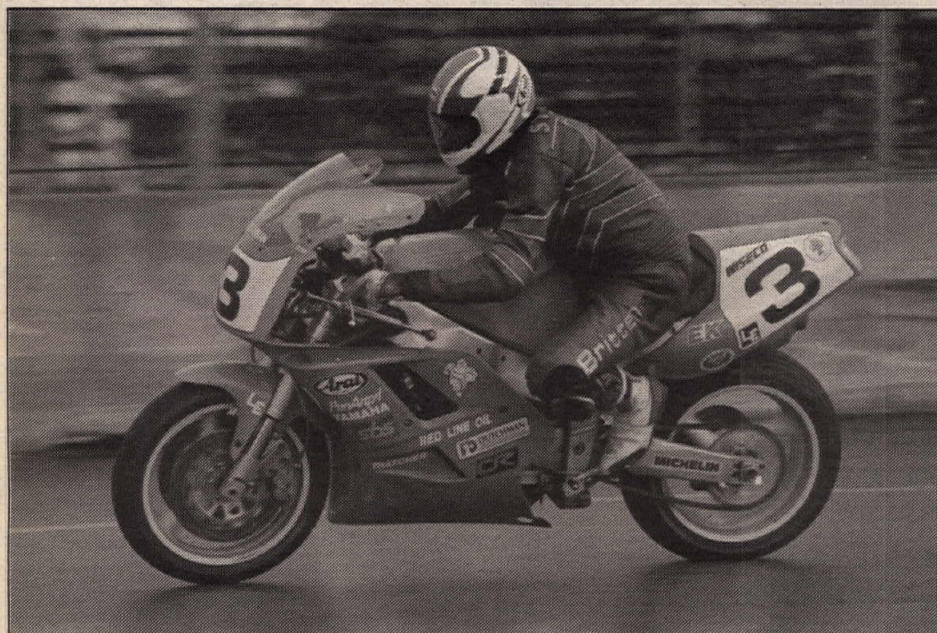
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ROAD RACE AMA/CCS EBC Brakes Endurance Challenge Series: Round 4



Dutchman Racing's Andrew Stroud was the star of the Laguna Seca race.



Andrew Stroud and his teammate Phil Kress celebrate with Miss Laguna Seca.

Dutchman masters rain at Laguna Seca

By Henny Ray Abrams

MONTEREY, CA, APR. 17

Anyone who wanted to know why Dutchman Racing won the 90-minute EBC Endurance Challenge at Laguna Seca needed only to watch New Zealander Andrew Stroud exiting turn 11. The final corner on the 2.214-mile circuit was his showcase, power-sliding the team's spanking new Yamaha FZR1000 lap after lap on a wet, but drying track. Riding a four-cylinder, 1000cc machine for the first time, he took over for teammate Phil Kress at the 40-minute mark and when the clock hit the top of the hour he was in the lead for good.

Quickly he built up a lead that would stretch to 8.341 seconds after he and Kress had completed 48 laps and 106.27 miles at an average speed of 70.082 mph.

"We do a lot of riding in the rain in Japan and Malaysia," said Stroud with a big smile on his face in the winner's circle. "It's probably a bit of an advantage for me."

Stroud was a temporary replacement for Ray Yoder who'd broken both wrists at Daytona. Yoder had two pins removed from his right wrist the week prior to Laguna Seca and isn't expected to return until Elkhart Lake in mid-June.

"I was just trying to hang in there and keep the bike in the front. I knew if I was out front he could bring it home," teammate Kress said.

That the Dutchman team even made it to the track was something of a miracle. The motor in their truck had expired in Rawlins, Wyoming, on Wednesday morning. Team owner Dave Schlosser borrowed a car and drove 200 miles to Casper to buy replacement parts to rebuild the head.

Two Brothers Racing finished second, they, too, using borrowed talent after a freak accident sidelined regular Rick Kirk. Kirk closed a car door on his hand Thursday morning and was expected to have it placed in a cast. Sport Rider magazine editor Nick Ienatsch was drafted onto the squad, riding the first stint before handing off to Tommy Lynch who brought the Honda CBR900 home in second place.

"That's probably the best four-stroke I've ever ridden," said Ienatsch, who'd previously tested the Two Brothers Honda RC30 said. "If there's a dry line, this is the bike that can hit it. I would catch somebody and know that I could

outbrake them. My job was to hand it to Tommy Lynch."

Third place went to Fastline/MCM Suzuki's Scott Zampach and Michael Barnes, the team campaigning their aged 1992 Suzuki GSXR1100 for the last time. Team captain Jeff Stern said the '93 models will be ready for Charlotte.

Barnes said the key to racing in the rain was that "a lot more throttle control was necessary." He added that he'd come close to crashing at least once, running off the track before making the save. For Zampach, it was his first race of the big bike in the rain and that it took "a while to get up to speed. If you look at Andrew Stroud, his whole career he's been racing in the rain in New Zealand. Basically, this is my first time and I wanted to get as many points as possible."

T.P.M. Racing's Dave Deveau and Cal Rayborn II finished fourth, two laps down, on a Suzuki GSXR1100 with Team America's Fritz Kling and Jeff Heino fifth aboard a Honda CBR900.

Fastline/MCM Suzuki continues to hold onto the GTO championship points lead with 127 points after four of 13 rounds. Two points behind is Two Brothers Racing with Team America third at 109.

The GTO class was green-lighted at about 4:30 p.m., a light drizzle greeting the 21-rider field as they headed under the Toyota Bridge to begin the 90-minute race. Fastline/MCM Suzuki's Barnes got the jump, but by the end of the first lap Two Brothers Racing's Ienatsch was in the lead, Team America's Kling second, Barnes back to third, with Dutchman Racing's Kress fourth. All but Team America had fitted full rain tires, Kling holding onto second on a pair of Dunlop SportMax's with extra rain grooves hand-cut into the tread.

"We were hoping it would get sunny," Kling said. "It was going good for a while, but I saw they didn't have to slow down for the corners as much as I did. As soon as Barnes came by, they all started coming by."

The lead quartet quickly detached themselves from the field; by the fourth lap T.P.M. Racing's Cal Rayborn II was over 40 seconds behind the lead group led by Ienatsch. Behind Rayborn II the field was equally spread out with

Blackhawk Racing's Brian Kohl well back in sixth safely ahead of Keystone Racing.

The rain increased in intensity on the ninth lap, the order shuffling with Barnes in front of Kling, Kress, and Ienatsch. But almost as soon as it started the rain ended, the sun appeared, as the storm front moved through the area causing the riders great anxiety.

"I went off the track and lost it in turn four when I was going under Fritz (Kling) and (Nick) Ienatsch," Dutchman's Kress said. "I thought 'It's gone, it's gone,' but it hopped up and I was back on the track."

Because of his duties as a test rider for his magazine, Ienatsch probably has more wet weather riding experience than any of the other riders, but even he wasn't prepared for what he experienced.

"This bike has an eighth-turn throttle," Ienatsch said. "It picks up horsepower instantly. Once I got that in my head and once I understood that I was okay. I got greedy a couple of times out of turn nine and scared myself."

Barnes found that entering the Corkscrew was an area that required caution.

"Braking for the Corkscrew there's a change of pavement that you have to be off the brakes and have to have speed exiting. You have to brake for the entry," Barnes said, adding that, like Kling, he had a near-crash experience. "I went off the track in the second right-hander, turn four. I was sideways and in the dirt. I just saved it. I don't know how I did it."

At the 30-minute mark Fastline/MCM led Two Brothers, Dutchman, and Team America, with T.P.M. Racing a lap down. Barnes was running lap times in the low to mid 1:50s as the teams prepared for the first rider changes. But just before the pit stops began, Ienatsch was back in the lead on the 21st lap.

Among the leaders, Dutchman pitted first, Kress giving way to Stroud at the 40-minute mark. Five minutes later, at the halfway mark, Tommy Lynch took over for Ienatsch, and, a minute later, Shawn Higbee replaced Brian Kohl on the Blackhawk Racing machine. The running order for top five was unchanged from the 30-minute mark,

but it would soon change. Fastline/MCM had a pair of slicks mounted and resting against the pit wall, but they decided to stay with the rains as Zampach replaced Barnes near the 50-minute point. A few minutes later T.P.M. Racing brought Rayborn II in to put David Deveau in the saddle.

One hour in and Stroud was on the move, the New Zealander, who made his name in this country riding the Britten V-twin, already up to second and into the lead just a few minutes later. After a few laps out front Stroud had more than a 5.5-second lead, Lynch moving past Dutchman's Zampach for second, Team America's Jeff Heino a lap down in fourth, and T.P.M. Racing's Deveau fifth. Only fourth and fifth would flop by the end, though America filed a protest on the scoring which was disallowed.

However, another protest, filed by N2 Racing, was allowed, moving the team up from ninth in the provisional results to sixth in the official results. Blackhawk Racing moved from sixth to seventh, Hornblower Racing remained eighth, and Keystone Racing dropped from seventh to ninth.

N2 Racing's second rider Jim Sabin explained that he thought the scoring snafu had occurred when he crashed in the chicane losing one lap. "They thought we missed more than one. We protested and they fixed it," he said. The bigger problem, and the one that caused the crash, was the tire choice. "We just made a bad tire choice," said Sabin, who teamed with John Ashmead. "We went with cut slicks instead of rain tires. We thought if we went with rains and the track dried out we'd lose too much time. Going into the Corkscrew I tucked the front end. It was sort of a dumb crash because I crashed and the bike stayed on two wheels and ran into the hay bales."

The win was an auspicious debut for the Dutchman FZR1000 and team owner Dave Schlosser sees more in the future.

"The engine's box stock. We didn't have time to unplug the starter or generator," Schlosser said. "We concentrated on the chassis. We put on quick-change wheels, Kayaba forks and Kosman clamps to tool the offset. We made an insert for the steering head so that we could change the steering angle. And we added Brembos (brakes) and Marchesini wheels." Schlosser also made a 4-into-2-into-1 exhaust system which added "about nine to ten horsepower" and helped contribute to making the race bike 45 pounds lighter than stock. With oils, but no gas, the Dutchman Yamaha weighs 386 pounds. "It comes with 138

horsepower and we should be able to get 150 hp easily," Schlosser said.

Lynch was in the Two Brothers' saddle when Stroud caught him up and found he could no longer control the pace.

"When Stroud came on me I tried to go as slow as possible because of the rain. When he passed me I was trying to keep the same distance to reel him back in, but it didn't work," Lynch said. "Our Honda had too much power and we didn't have the setup."

Fastline/MCM had the setup, but they wished they had their new bikes.

"The plan was to have the three 93s here," team captain Jeff Stern said. "One of them's 95% done and another has the motor out of the chassis." Stern also said that new displacement rules in the GTU class that allow a 2mm overbore would boost the displacement on his Suzuki GSXR600 to 640ccs. "If we get that kind of displacement we can run it in either class. It's possible a 640 might not be bad here," Stern said. **CN**

Results

GTO: 1. Dutchman Racing (Yam); 2. Two Brothers Racing (Hon); 3. Fastline/MCM Suzuki (Suz); 4. T.P.M. Racing (Suz); 5. Team America (Hon); 6. N2 Racing (Kaw); 7. Blackhawk Racing (Yam); 8. Hornblower Racing (Hon); 9. Keystone Racing (Suz); 10. Tynan Lumber #2 (Suz); 11. Team Racelaw (Hon); 12. Blackhawk Racing II (Suz); 13. Team Race Paint (Suz); 14. California Sportbike Racing (Hon); 15. B.R.G. Racing (Yam); 16. Team Yamaha Endurance (Yam); 17. Team Magic (Yam); 18. Sportsland of Laramie II (Suz); 19. Guenette Racing (Kaw); 20. Dream Team (Hon); 21. Junior Racing (Yam).

Time: 1:30:59.002

Distance: 48 laps, 106.272 miles

Margin of victory: 8.341 secs.

Average speed: 70.082 mph

GTO CHAMPIONSHIP POINT STANDINGS (After 4 of 12 rounds): 1. Fastline/MCM Racing (127); 2. Two Brothers Racing (125); 3. Team America (109); 4. Dutchman Racing (96); 5. Blackhawk Racing (92); 6. N2 Racing (87); 7. Keystone Racing (68); 8. Team Magic (63); 9. Team Suzuki Endurance II (55); 10. K.W.S. Motorsports (48); 11. (TIE) Team Racelaw/Full Tilt Motorsports (44); 13. Team Yamaha Endurance (41); 14. (TIE) Sportsland of Laramie Racing/Guenette Racing (36); 16. Team Suzuki Endurance (35); 17. (TIE) Junior Racing/Marietta Motorsports (30); 19. T.P.M. Racing (28); 20. (TIE) Hornblower Racing GTO/E.L.B. Racing (23).

JC Racing takes GTU

By Henny Ray Abrams

MONTEREY, CA, APR 17

The day before the 60-minute EBC Endurance GTU Challenge at Laguna Seca, Al Salaverria saw his buddy's Yamaha TZR250 street bike sitting around the pits. "Let's race the damn thing," Salaverria, of nearby San Francisco, told him, and a day later he was grinning ear to ear, standing atop the victory podium after teaming with Dave Emde to win the GTU race on a drying track and thanking his friend, Joe Carrillo (JC Racing), for loaning them the bike.

"This is my only race," said Emde, a Monterey resident who won 250cc Nationals here in 1982 and '83 said. "I live here and it's important for me to ride here." Emde, who got the call at the last minute after Donnie Greene decided his injured knee wasn't ready to be tested, lost the lead on the final lap in turn six, but regained it a few turns later and cruised home the winner.

The northern Californians completed 32 laps (70.85 miles) of the 2.214-mile circuit at an average speed of 71.511 mph. They would certainly have ridden farther and faster, but the race started on a track still wet from an afternoon shower and an intermittent drizzle during the race kept it wet, in parts, throughout.

Finishing second, 2.886 seconds back, was another TZR250, this one belonging to Southwest Motorsports' Danny Walker and Chris Taylor. Walker rode the second shift and had taken over the lead with about 10 minutes to go, but relinquished it on the final lap. Any chance of a last-gasp victory was lost

when he overshot turn 11, the final corner, on the last lap allowing Emde to waltz on home.

Third place, in their first GTU appearance, was the Fastline/MCM Suzuki II team of Scott Zampach and Michael Barnes. Zampach led much of the second half of the race, but found the full rain tires on his Suzuki GSX600 a handful on the drying track allowing the lighter and nimbler to scoot by as the race wound down.

"It was the most difficult road race I've ever experienced," the veteran Zampach said. "We were riding a motorcycle with full rain tires on a full dry track. With the TZ's we were racing, you'd have to add a hundred pounds to them to make it equal."

Fourth went to Hornblower Racing's Bill Hornblower and Jon Cornwell, the Honda CBR600-mounted pair finishing in front of the impromptu Weekend Warrior Endurance pairing of Nick Ienatsch and Andrew Stroud, also Honda CBR600 equipped.

After four of 13 races, Hornblower holds the GTU championship points lead with 125. Tied for second with 103 are Southwest Motorsports and American Flyers who failed to score points today after finishing 21st.

The sun broke out just as the 24 teams took to the track at 3:00 p.m. on an overcast and windy Saturday afternoon. The track had been soaked from earlier rains, but was drying and a light drizzle would keep much of it wet throughout the 60-minute event. Most of the teams fitted rain tires hoping the track would stay wet, but a dry line formed early playing havoc on the soft compounds.

Starting from the pole position, Moto Liberty/Suzuki got the jump on the field, but by the end of the second lap Salaverria had worked his way to the front from the final position on the starting grid. "Before I knew it, I was leading the race," he would later say.

Already Fastline/MCM's Barnes was joining him with Southwest Motorsports' Taylor also moving past Moto Liberty/Nankai's Doug Carmichael.

Dry patches began showing up about the third lap and those with rain tires would try to dodge them to avoid overheating their rubber.

"It was drying up real fast," Salaverria would later say. "I was heading for the puddles to keep the tires cool. The full rains were working good, you just have to watch when you brake hard because it wants to snake."

If he was having a problem, it didn't show and he continued to build his lead right up to the time he handed off to Emde at the 35-minute mark, the tires holding up under the pounding. "We should finish with those tires," Salaverria said.

Behind the leader, the order among the top of the field wasn't changing much, Barnes holding onto second with Ienatsch moving up to third on the ninth lap as Moto Liberty/Suzuki's Carmichael began to drop back. They would retire on the 15th lap.

Rider changes began as the race neared the halfway mark, Danny Walker on the SWM Yamaha for Chris Taylor, exiting the pits in fourth. Jonathan Cornwell replaced team owner Bill Hornblower a lap later, the team up to sixth.

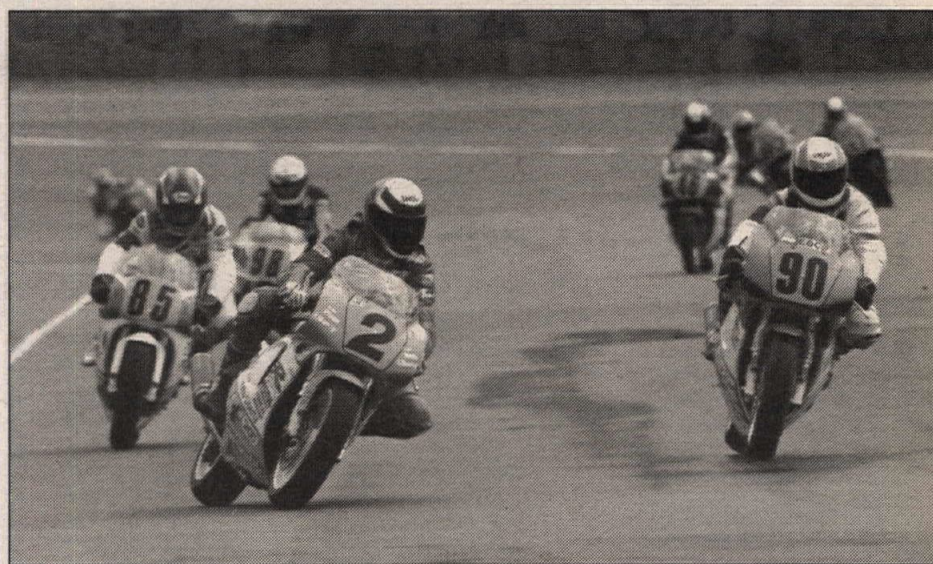
"I told him to wave me in sometime after 20 minutes," Hornblower said. "I think he waved me in early. He's better, especially in crummy weather."

Cruz took over for Ienatsch at the 31-minute mark, Emde replaced Salaverria about four minutes later with Barnes the last to give up the seat, Scott Zampach taking over with just over 20 minutes to



Al Salaverria led JC Racing to victory in the GTU portion of the endurance challenge.

Southwest Motorsports (85) finished second; here they trail Moto Liberty (2).



run as all the riders admitted difficulty in dealing with the changing track conditions.

"The track's inconsistent," SWM's Taylor said. "The rain tires don't always work so well. I was trying to be extra-cautious. I was really concentrating because it's a real fine line out there. I was just trying to bring it in for Danny."

"You'd go around one lap and the Corkscrew would be wet and other parts of the track would be dry and it would be totally flip-flopped," Barnes said. "It's really inconsistent."

With five minutes to go, Walker was out front, but Emde was stalking with intent, the lead just over a second with Zampach close behind.

At the white flag Emde took over the lead, Walker trying a pass on the outside of turn five, but being rebuffed, only to take the lead going into turn six. Side-by-side they went into the Corkscrew, Walker out first with Emde getting the better drive out and down the hill. He went around him on the outside of the ultra-fast, left-hand sweeping turn nine, nearly crashing and taking Walker by surprise. Walker had his final assault planned for turn 11, but got too enthusiastic, negating any chance of a win.

"He was on me all the way," Emde said of Walker. "I saw him go by me and he was off in the distance. Then he appeared again and I got my killer instinct. I was looking for traction so I dove under him in turn nine. Coming out I had the thing completely sideways. I said 'I'm not down yet.' I knew it would be a dogfight at the end so I closed the door early."

"I hadn't seen a motorcycle slide on pavement that much for a little while," Walker said of Emde's daring maneuver. "I was going to set him up for a pass, but got into a big slide and lost my drive."

"We got the 600 ten days ago," Fastline/MCM's captain Jeff Stern said. "I wasn't supposed to run it, but Suzuki wouldn't leave me alone. We have no spares for it. It was the top four-stroke, anyway." Stern was also trying to get his 1993 Suzuki GSXR1100's ready to replace his championship-winning 1992 Suzukis and ran out of time to prep the 600's chassis. "I haven't had time to build it. I blue-printed the motor, balanced the crank, the rods were a little out. I cut the gearbox, gave it the minimum overbore and did a valve job." Stern added that Zampach and Barnes would campaign all of the 60-minute GTU races, but would concentrate on the GTO class in the three-hour events.

Cornwell had passed Stroud with about 11 minutes to go and would finish alone in fourth. Stroud Cruz held on to fifth. **CN**

Results

GTO: 1. JC Racing (Yam); 2. Southwest Motorsports (Yam); 3. Fastline/MCM Suzuki II (Suz); 4. Hornblower Racing (Hon); 5. Weekend Warrior Endurance (Hon); 6. Northwest Racing (Hon); 7. AGV Sport Group II (Hon); 8. Team Dr. Martens Norway (Kaw); 9. XTreem Performance Racing (Hon); 10. Team Hansen (Yam); 11. Sportsland of Laramie Racing (Hon); 12. BBR Racing (Hon); 13. Raceco (M-G); 14. California Sportbike Racing (Hon); 15. Moto Liberty/Nankai II (Hon); 16. Laurel & Hardy Racing (Kaw); 17. Keystone Racing II (Suz); 18. Weldtech Racing (Hon); 19. Team Bosco (Hon); 20. Michael Dana Racing (Yam); 21. American Flyers (Hon); 22. Moto Liberty/Suzuki (Suz); 23. Team HTO (Hon); 24. Team Clean (Hon).

Time: 59:26.635 mins.

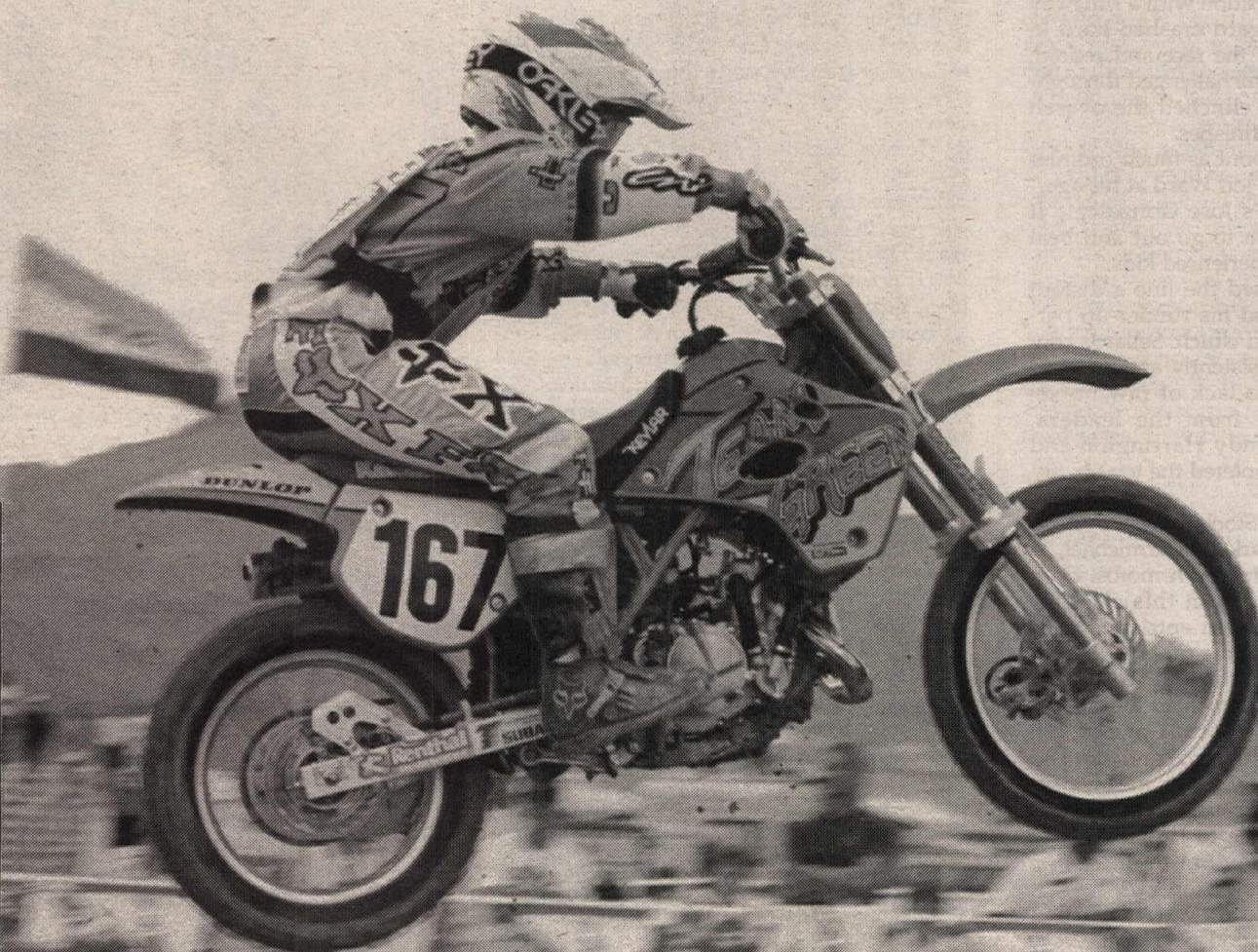
Distance: 32 laps, 70.848 miles

Margin of victory: 2.886 secs.

Average speed: 71.511 mph

GTO CHAMPIONSHIP POINT STANDINGS (After 4 of 12 rounds): 1. Hornblower Racing (125); 2. (TIE) Southwest Motorsports/American Flyers (103); 4. AGV Sport (79); 5. Moto Liberty/Nankai II (77); 6. (TIE) XTreem Performance/Keystone Racing II (74); 8. Team Norway (70); 9. Northwest Racing (63); 10. Team Hansen (60); 11. Moto Liberty/Suzuki (56); 12. Gatorshaulin (53); 13. Semoff Brothers Racing (44); 14. (TIE) Raceco/Motorcycles Unlimited (43); 16. Apache Racing Team (41); 17. Weekend Warrior Endurance (40); 18. JC Racing (35); 19. (TIE) California Sportbike Racing/Honda-Suzuki World Racing (34).

MOTOCROSS NMA World Mini Grand Prix



Ricky Carmichael set out to prove a point at the World Mini, and did so by winning the Super Mini class and beating his elder competitors. Carmichael also won the 80cc 12-13 Stock class.

Carmichael on top of the world in Las Vegas

By Tony Alessi

LAS VEGAS, NV, APR. 16-18

Who's the fastest 13-year-old motocrosser in the world? Ricky Carmichael answered that question by posting the overall win in the 80cc 12-13 (year-old) Stock class, and then going on to best his elder - and supposedly more experienced - competition in the ultra-competitive Super Mini class at the 22nd running of the National Motorsport Association's World Mini Grand Prix, held near Nellis Air Force Base in Las Vegas.

Traditionally, the event serves as a showcase for top racers of all ability levels to demonstrate their talents and face off against their rivals from across the nation. And this year's race was no different, as the three-day event drew a record 1,238 entries, including over 100 Pee Wee class racers from 38 different states and four countries. Honda, Kawasaki, Suzuki and Yamaha all posted substantial contingencies, as well as on-track technical assistance for the competitors.

For the third year in a row, Las Vegas International Speedway served as the battleground, and to the delight of the competitors, the track featured many improvements in comparison to last year's course.

"We spent a considerable amount of money bringing in new dirt," said NMA President Ron Henriksen. "That allowed us to make the track wider and longer, as well as a bit more challenging to race on."

The Lance Moorewood-designed course featured a fast layout with numerous jumps, step-ups and a technical rocker section. The first turn was wider and safer than in past years, and most racers agreed that the course was vastly improved.

Because of the large turnout in many classes, multiple divisions and preliminary heats were needed to thin the fields down to single runoff motos. Two preliminary heats transferred the top performers into the runoff, in which they

would race against the top finishers from their rival divisions. All scores counted, so top finishes in both preliminary races, as well as in the runoff, would be important for a top overall finish.

Carmichael, a short, chubby redhead from Tallahassee, Florida, came to Vegas with one mission in mind: to show the world that he was the fastest mini pilot on the planet.

"The most important race this weekend for me will be the Super Mini race," explained a determined Carmichael before the start of the weekend's activities. "In the Super Mini class, I'll race against the older division kids, and I want to beat them all to prove that I'm the fastest."

Carmichael got off on the right foot by dominating his first Super Mini class preliminary moto with a wire-to-wire win over Jason Partridge and Ohio's Brock Sellards.

The second moto looked to be a

repeat of the first, but a small bobble near the finish line area left Carmichael on the ground while Partridge slipped into the lead.

Carmichael was up quickly and raced back with a vengeance. Carmichael began to triple through the whoop section and cleared two large jumps in a single bound in his attempt to catch Partridge, and within a few laps the two were nose-in-tail.

Partridge managed to fend off Carmichael for a narrow win, while Sellards again finished a distant third aboard a slow-looking machine.

The runoff moto would combine the top 15 racers from each of the two divisions, and Partridge, Carmichael and Sellards would find themselves head-to-head against the top riders from Division II, namely Texan Charlie Bogard, who swept both Division II motos.

"I beat Ricky in Texas at the Grand National Finals, but everyone said that I

had a home track advantage," said Bogard. "Today, if I get out front, I know that I can pull away from him."

Bogard never the chance to back up his words, however, as Carmichael grabbed the holeshot and simply smoked the competition with a runaway victory, while Bogard crashed hard in the early stages of the race and retired. Carmichael went unchallenged throughout the race, and clinched the overall win with his 1-2-1 finishes.

"The kid has about as much promise or even more than Jeff Ward at his age," said Team Green's Jose Gonzalez. "It means a lot to him to go out and beat the older, more experienced kids."

Partridge crossed the line a distant second and blamed his runner-up performance on a fried clutch. Sellards continued to ride consistently and finished third, but again, a lack of raw horsepower kept him from the leaders. Dustin Nelson, Andy Harrington and Andy Bowyer completed the top six finishers.

The 80cc 12-13 Stock class proved to be a walk in the park for Carmichael, as he all but dominated both motos. Only two motos were run in this class, as there were not enough entries to warrant two divisions and a runoff.

"I think Jacob Martin will be tough in this race," said Carmichael before the start of the first moto. Carmichael holeshot the opening race and smoked everyone with ease. Martin, meanwhile, seemed to be riding tight and labored throughout the race to finish second. Travis Riley, Danny Smith and Mike Young rounded out the top five.

In the final moto, Martin chased Carmichael for a good part of the race aboard his Suzuki, but was never able to steal the lead.

"He surprised me," said Carmichael. "Martin was hanging real close all moto long."

While Martin chased after Carmichael, American Suzuki's Pat Alexander watched on the sidelines with a smile on his face.

"We really like Jacob," said Alexander. "We are giving him some help now, we see a potential top rider in him."

But in the end, there was no denying that Carmichael was simply the fastest, hands down. Martin held on for second, followed at a distance by Jerry Aleman, who had holeshot and led the opening moments of the race. Jiri Dostal made up for a horrifying crash in the first moto and charged back for an impressive fourth in front of Keith Johnson, Scott Conley and Terrance Malan.

Carmichael's perfect weekend was stigmatized by one problematic moto in the 80cc 12-13 (year-old) Modified class. After easily winning the first moto, Carmichael was again well out front in the second go-round when tragedy struck.

"I thought I hit neutral when I landed from this big jump, then I realized that the chain had derailed," said Carmichael. "It took me a couple of minutes to get it back on and by that time I was dead last."

Carmichael charged back through the pack and finished 14th, while Martin went on to win the moto.

In the runoff, Carmichael did what he needed to do by leaving his competition behind aboard his Kawasaki Team Green/CTi/Fox/Shoei/Oakley/PJ1/Barrs Competition-backed Kawasaki. But the overall win went to runner-up Martin, who listed Dago Racing, American Suzuki, Pro Circuit, O'Neal, Smith and CTi as his sponsors. Second overall went to Danny Smith, third to Aleman and fourth to a disappointed Carmichael.



Eventual winner Robert Harold (56) led Dylan Lord (30) and Jason Ciarletta (5) off the line in Pee Wee Modified action.



Casey Johnson (125) stopped a Kevin Windham (511) sweep by winning one Intermediate motorcycle class. Windham won three.

In the 80cc 12-16 (year-old) Modified class, Sellards pulled out the stops and scored the championship.

Moto one saw Noleen Yamaha's Shaun Perolio grab the holeshot, only to throw it away by falling down in the second turn. Partridge was quick to assume the point position with Scot Pinson in two. Pinson began to feel the pressure from Sellards on lap two, and responded by crashing and knocking himself unconscious. Pinson was uninjured.

Sellards began to close on Partridge, but took an unscheduled track departure that cost him valuable time. Sellards got back on track and caught within a couple bike lengths of Partridge at the finish, while Perolio charged back up to third after his turn two brain fade.

Andy Harrington grabbed the holeshot in the second moto, but Perolio and Partridge slingshot past him on the opening lap. Sellards suffered a sour start and was well out of the top five on the first lap. Sellards was on fire, though, and carved through the pack and into third.

Johnny Marley (90), Billy Payne (95) and Justin Buckelew (58) battled all weekend.



MOTOCROSS

NMA World Mini Grand Prix



Robbie Reynard (671) was the cream of the crop in the Pro classes. Craig Decker (behind Reynard) was the only other rider to earn an overall win. Reynard topped three divisions; Decker one.

Jonathan Shimp (100) couldn't hold off Bryan McGavran (216) for the 60cc 6-11 win.



"They bounced into each other on the outside of this off-camber turn," said Sellards of the pass that carried him into first. "So I just dove to the inside and zapped both of them."

Sellards' lead didn't last long, as he washed out in the next turn and dropped to third. Partridge and Perolio smoked past and on to the finish, while Sellards regrouped in time to save third.

In the runoff, Partridge, Perolio and Sellards faced off against Bogard, who easily swept both motos in division two. It was Sellards who had the fastest reactions at the start and roosted into the lead.

"Bones from Pro Circuit worked on my bike in between races and it really ran better," said Sellards.

Sellards opened an immediate lead and began to pull away from Nelson and Perolio. Perolio spun out and handed third to Partridge, but Partridge's luck in reeling in Nelson wasn't much better. Partridge flew off the track and crashed.

"The wind was really strong," said Partridge. "I was blown off the course and into some ruts."

Sellards went on to win the moto and overall, while Nelson held on to second.

Perolio moved back into third, and barely held off a last-ditch pass attempt by Bogard. Perhaps there was a bit of divine intervention, as Perolio's father got down on his knees and prayed aloud on the final lap. Partridge rounded out the top five.

Billy Payne showed raw determination and squeaked out the win in the 80cc 0-11 class. The first moto saw Payne and Travis Pastrana - at nine years old the youngest Suzuki-support rider - battle throughout the race. Pastrana was awesome, and triple jumped through the rocker section, but fell victim to mechanical gremlins.

"I got water in the carburetor and the bike started to sputter," said Pastrana.

Payne went on to win while Pastrana blubbered home second. Brian McGavran, Bobby Bonds and Daniel Blair rounded out the top five.

Pastrana was unstoppable in the second moto and powered away aboard his Cycle Engineering-sponsored Suzuki for the win. Payne crossed the finish line in second ahead of Blair, McGavran and Jesse Ketcham.

In the runoff, a four-way battle developed between Johnny Marley, Payne, Buckelew and Pastrana. With the

overall win on the line, Payne found a line to the inside of a double jump and landed in front of Marley to take over the lead. Payne poured it on and outdistanced Marley, while Buckelew crashed out over a big jump in the middle of the course.

Moments later, Marley crashed hard after landing sideways in a series of jumps. This put Pastrana into second, where he would finish behind overall winner Payne.

McGavran inherited third and held the spot to the finish in front of Ketcham and Daniel Blair.

McGavran returned after the 80cc race and led the first four laps of the 60cc 6-11 (year-old) Modified race. Jonathan Shimp provided the early action and passed McGavran for the lead. Once out front, Shimp established a sizable lead and scored the win over McGavran, Chris Gosselaar and Heath Frazier.

The second moto saw Shimp lead wire-to-wire. McGavran worked up from a mid-pack start to finish a distant second, while Bobby Bonds, Gosselaar and Frazier rounded out the top five.

In the runoff, Shimp and McGavran banged bars from the get-go, but Shimp ended up on his head after a nasty crash in the finish area. McGavran took full advantage of the clear track ahead of him and roosted away with the win. Bonds inherited the runner-up spot, while Shimp regrouped in time to finish third.

As expected, Kevin Windham owned the Intermediate motorcycle classes. The Kawasaki Team Green rider racked up an impressive string of wins to nab the 125cc Stock, 250cc Stock and Modified Intermediate classes, as well as the 125cc Open class. Chasing Windham home in all four classes was his Team Green teammate, Casey Johnson. Johnson capitalized on a mistake by Windham to garner the overall win in the 125cc Modified Intermediate class.

Like Windham did in the Intermediate classes, 15-year-old sensation Robbie Reynard decimated the competition in the Pro classes. Reynard easily swept the 125cc Stock and Modified Pro and 250cc Modified classes. Reynard's only defeat came at the hands of his teammate Craig Decker, who dashed to the win in the 250cc Stock class. Decker finished in the runner-up position in all three of the Pro classes that Reynard won.

Results

P/W STK: 1. Garth Swanepoel (Yam); 2. Dylan Lord

(Yam); 3. Scott Howe (Yam); 4. Kevin Roberts (Yam); 5. Sean Collier (Yam).

P/W MOD: 1. Robert Harold (Yam); 2. Dylan Lord (Yam); 3. Tyler Fick (Yam); 4. Jason Ciarletta (Yam); 5. Iisac Songer (Yam).

60 STK 6-8: 1. Bobby Bonds (Kaw); 2. Gareth Swanepoel (Kaw); 3. Shane Bess (Kaw); 4. Dylan Lord (Kaw); 5. Travis Taylor (Kaw).

60 MOD 6-11: 1. Bryan McGavran (Kaw); 2. Jonathon Shimp (Kaw); 3. Tyler Kavaney (Kaw); 4. Bobby Bonds (Kaw); 5. Billy Dotson (Kaw).

60 STK 9-11: 1. Tyler Kavaney (Kaw); 2. Chris Gosselaar (Kaw); 3. Geoff Rader (Kaw); 4. Ryan Morais (Kaw); 5. Dusty Fountain (Kaw).

80 STK 0-11: 1. Billy Payne (Kaw); 2. Travis Pastrana (Suz); 3. Bryan McGavran (Yam); 4. Daniel Blair (Hon); 5. Tyler Kavaney (Hon).

80 MOD 0-11: 1. Justin Buckelew (Yam); 2. Johnny Marley (Kaw); 3. Billy Payne (Kaw); 4. Bobby Bonds (Kaw); 5. Jason Hanson (Kaw).

80 MOD 12-13: 1. Jacob Martin (Suz); 2. Danny Smith (Suz); 3. Jerry Aleman (Yam); 4. Ricky Carmichael (Kaw); 5. Keith Johnson (Yam).

80 STK 12-13: 1. Ricky Carmichael (Kaw); 2. Jacob Martin (Suz); 3. Jerry Aleman (Yam); 4. Keith Johnson (Yam); 5. Danny Smith (Suz).

80 STK BEG 12-16: 1. Westly Vaughn (Suz); 2. Jake Gribbon (Yam); 3. Josh Wagner (Suz); 4. Eddie Nichols (Hon); 5. Dusty Walters (Yam).

80 STL 14-16: 1. Jason Partridge (Kaw); 2. Brock Sellards (Kaw); 3. Dusti Nelson (Kaw); 4. Shaun Perolio (Yam); 5. Erick Vallejo (Kaw).

80 MOD 14-16: 1. Brock Sellards (Kaw); 2. Dustin Nelson (Kaw); 3. Shaun Perolio (Yam); 4. Charley Bogard (Suz); 5. Jason Partridge (Kaw).

S/MINI 0-16: 1. Ricky Carmichael (Kaw); 2. Jason Partridge (Kaw); 3. Brock Sellards (Kaw); 4. Andy Harrington (Suz); 5. Andy Bowyer (Kaw).

125 STK BEG: 1. Todd Gravitt (Kaw); 2. Adam Montoya (Suz); 3. Gary Yearsley (Yam); 4. Terry Engush (Kaw); 5. Daniel Fry (Yam).

125 MOD BEG: 1. Billy Clifton (Yam); 2. Dean Beauchamp (Suz); 3. Adam Montoya (Suz); 4. Gary Yearsley (Yam); 5. Jason Sobiesiak (Kaw).

125 STK NOV: 1. Pat Foster (Hon); 2. Josh Beckett (Kaw); 3. John Emerson (Yam); 4. Cory Fuller (Yam); 5. Ryan Terlecki (Hon).

125 MOD NOV: 1. Cory Bender (Suz); 2. Pat Foster (Hon); 3. Raymond Bowers (Kaw); 4. Chad Norton (Kaw); 5. Jason Fields (Yam).

125 STK INT: 1. Kevin Windham (Kaw); 2. Casey Johnson (Kaw); 3. Robbie Skaggs (Kaw); 4. Jeff Willoh (Kaw); 5. Timmy Staufenbeil (Suz).

125 MOD INT: 1. Casey Johnson (Kaw); 2. Greg Schnell (Suz); 3. Robbie Skaggs (Kaw); 4. Timmy Staufenbeil (Suz); 5. Jeff Willoh (Kaw).

125 OPEN: 1. Kevin Windham (Kaw); 2. Jeff Willoh (Kaw); 3. Jason Matthews (Suz); 4. Michael York (Hon); 5. Justin Tierney (Hon).

125 STK PRO: 1. Robbie Reynard (Kaw); 2. Craig Decker (Kaw); 3. David Pingree (Suz); 4. Shawn Morga (Kaw); 5. Brian Deegan (Kaw).

125 MOD PRO: 1. Robbie Reynard (Kaw); 2. Craig Decker (Kaw); 3. Spud Walters (Suz); 4. Ray Crumb (Kaw); 5. Brian Deegan (Kaw).

250 STK NOV: 1. Scott Johnson (Suz); 2. Chad Bruce (Yam); 3. Marc Burnett (Kaw); 4. Steve Stultz (Hon); 5. Tim Laster (Yam).

250 MOD NOV: 1. Josh Beckett (Kaw); 2. Scott Johnson (Suz); 3. Ron Gilbert (Yam); 4. Chad Bruce (Yam); 5. Steve Stultz (Hon).

250 STK INT: 1. Kevin Windham (Kaw); 2. Casey Johnson (Kaw); 3. Lex Malan (Suz); 4. Robbie Skaggs (Kaw); 5. Ty Kady (Kaw).

250 MOD INT: 1. Kevin Windham (Kaw); 2. Casey Johnson (Kaw); 3. Justin Tierney (Hon); 4. Timmy Staufenbeil (Suz); 5. Pat McMullen (Yam).

250 STK PRO: 1. Craig Decker (Kaw); 2. David Pingree (Suz); 3. Donald Upton (Yam); 4. Robbie Reynard (Kaw); 5. Billy Joe Mercier (Kaw).

250 MOD PRO: 1. Robbie Reynard (Kaw); 2. Craig Decker (Kaw); 3. Ray Crumb (Kaw); 4. David Pingree (Suz); 5. Spud Walters (Suz).

+25: 1. Tony Alessi (Suz); 2. Rob Gilbert (Yam); 3. Darren Paulson (Suz); 4. Steve Stultz (Hon); 5. Lowell Fretz (Suz).

500 NON PRO: 1. Kevin Yeager (Hon); 2. Darren McLaughlin (Hon); 3. H. John Blair (Hon); 4. Jeff Bailey (Hon); 5. Kelly Pichel (Kaw).

+30: 1. Gregg Duncan (Hon); 2. Jim Campbell (Hon); 3. Bob Tippet (Hon); 4. Craig Schultz (Kaw); 5. Dennis Day (Yam).

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MOTOCROSS

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(#148) '91 USGP of MX 500cc/Glen Helen
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American stars put on a great show on a
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(#150B) '92 Gainesville MX Nationals
48 minutes from Powersports Video.

(#151B) '92 Sacramento MX Nationals
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(#153B) '92 Mt. Morris MX Nationals
48 minutes from Powersports Video.

(#154B) '92 Buchanan MX Nationals
48 minutes from Powersports Video.

(#155B) '92 Southwick MX Nationals
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Follow the 13 stops on the 1991 AMA
National MX Series as Mike Kiedrowski duels
with Guy Cooper for the #1 plate title honors;
250cc and 500cc action follow the dominance
of J.M. Bayle over Stanton, Ward, and
Bradshaw. Approx. 2 hours (2-tape package)
from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA
National 125, 250 & 500 Motocross Series.
Narrated by Larry Maier; 90 minutes from
Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the great-
est MX battles-Axton '90 w/Cooper vs.
Kiedrowski; Budd's Creek '90 w/Stanton vs.
Ward; Mt. Morris '91 w/Bradshaw vs. Bayle;
Millville '91 w/Bradshaw vs. Bayle;
Washougal '92 w/Swink vs. Emig. Additional
"Hot Shots" focuses on techniques for starts,
passing and some spectacular crashes.
Narration by Larry Maier; 60 minutes from
Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; rac-
ing full throttle, criss-crossing the USA Jeff
Stanton, J. M. Bayle, Jeff Ward and the rest
make 18 stops on the tour for the Supercross
title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel
Supercross Series featuring the Coors Light
Challenge as America's top racers chase the
#1 plate around the country. 75 minutes from
Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of

the AMA Motorcycle Heritage Museum in
August 1990 in Columbus, Ohio. 60 minutes
from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona
for the 1991/50th anniversary of Bike Week.
See the "Main Street" & Harley scene from
the biggest year ever. 60 minutes produced
by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor
Classic drew over 300,000 people from all 50
states & 38 foreign countries. This is the
"Official Video" of the Rally and covers it well.
75 minutes produced by Pocatello Media
Group, from Progressive Design.

(#118A) Sturgis 1991:
Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop,
"Dances with Motorcycles" explores the fasci-
nating world of biking enthusiasts. Wayne
Crane provides commentary, music by
Creedence Clearwater Revival. 75 minutes,
produced by Panacom, from Progressive
Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street
mania, race track action, hill climb thrills and
the great American road to Sturgis, including
scenes filmed in Grand Teton and
Yellowstone national parks. 77 minutes by
Pocatello Media Group, from Progressive
Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing sea-
son worldwide, as Lawson leads fellow
Americans Rainey and Schwantz to sweep
13 US wins in 15 rounds. From Powersports
Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title,
from Suzuka to Phillip Island in this 105-
minute blockbuster of an annual review.
Probably the best Bike GP Review ever!
from Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for
his 2nd consecutive World Championship.
Excellent summary coverage from each cir-
cuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since
Kenny Roberts to win a third-consecutive
500cc GP World Championship as he
assumes the title of "King Wayne" in this
review of the 1992 500cc GP Series. 3 hours
from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-
filled field featuring Lawson, Mamola,
Gardner, Chili and Magee. 250cc action also
included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts,
this video includes complete coverage &
commentary of 500 & 250 classes, sidecars
too. 52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World
Championship revives in America as Steady
Eddie Lawson and Fast Jimmy Filleo beat the
best at Laguna Seca. From Powersports
Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch
over the handlebars of a 200 mph Grand Prix
Honda in actual race conditions! 60 minutes.
From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the
ultimate challenge in motorcycle racing. TT
'91 - White Lightning brings the fastest race
ever, a history-making triple win and a stun-
ning new outright lap record. 105 minutes

from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host
of lap and race records and all the best action
on and off the track are captured in this full
length video review of TT'92. 115 minutes
from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls
the challenges, memorable moments and
dramas of his 1992 season. From pre-season
testing to relaxing at his new California home
after the final race, this video traces every
stage of his difficult year. 75 minutes from
Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to
his arrival on the GP circuit in '88 thru the
1989 season. His legendary wins at
Donington Park are also featured in addition
to an exclusive interview on this tape. 60 min-
utes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and
provided a fitting 50th birthday celebration for
the most famous event in American motorcy-
cle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug
Polen duel to a photo-finish in one of the
most exciting Daytona finishes in history. 60
minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their
rivalry at the Brainerd USA round of the
1991 World Superbike Series, the last World
Superbike race run in the US. 55 minutes
from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the
750cc World Superbike Series, the 1990 sea-
son review offers the most memorable and
action-packed footage of each round. From
triumph to defeat, across the vigorous tracks
of the world, Honda, Yamaha and Ducati lead
a fierce manufacturers' fight featuring their
top racers: the U.S.' Flying Fred Merkel,
France's Raymond Roche, Britain's Rob
McEneaney, Italy's Giancarlo Falappa and
Australia's Rob Phillips. 90 minutes from
Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to
see who will wear #1 in 1993. Bruce Penhall
& Bruce Flanders narrate. 70 minutes from
RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the
world meet in Tucson, Arizona to race for
the I.C.E. World Championships. 60 min-
utes from RAZ Video.

CRASHES

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn
footage featuring the latest, most outrageous
over-the-edge mishaps ever set to music on
videocassette. Great entertainment for all
ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featur-
ing 30 minutes of crashes from Supercross,
Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the
Blackwater 100 Classic featuring endless
crashes, mud baths, down-outs, loop-outs,
endos, and a cast of thousands - the Mud
Fest! 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of
motorcycles including superbikes, MX, super-
cross, NASCAR, mud bogs, monster trucks,
indycars, and power boats. 60 minutes from
Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem
including Harleys, Superbikes, Dirt Track, Isle
of Man, Hillclimb, Blackwater, pro MX and
more. 60 minutes from Powersports Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the
hot tub behind his house in Michigan, you'll
travel with the champ on route to his third
straight title, and get to know the man behind
the Number One plate. 60 minutes from
Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-
Davidson dirt track racing team from past to
present. 60 minutes from Motovideo.

VINTAGE

(#20) Golden Mountain
1961 Isle of Man TT race features Mike
Hailwood on the 250 Honda and the Manx
Norton, and again in the 1963 Senior 500cc
TT. Shows how the sport progressed in just
two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-
handling 500 Honda & dicing with Giacomo
Agostini on the MV in the 1967 Isle of Man
TT - Classic racing at its best. 69 minutes
from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-
Atlantic challenge Easter Match Races fea-
tures the biggest collection of road racing
stars: Roberts, Spencer, Lawson, Mamola,
Baldwin, Cooley, Rainey, Aldana, Sheene,
Haslam, McEneaney, Grant, Crosby, Gardner,
and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33
years, to scenes of the old 14-mile
Nurburgring circuit, with Geoff Duke's fabu-
lous 4-cylinder Gilera battling the mighty
BMW of Walter Zeller; also footage of the
frightening Northern Ireland Ulster GP
course. From Halmar Video

(#116) Racing Into History
Four famous British circuits & legendary
heroes: John Surtees on the MV at
Brooklands in '58, challenged in '59 at
Silverstone by a 19-year old Hailwood; 17
brands of bikes race at Oulton, and the '58
Isle of Man TT. 55 minutes from Halmar
Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph
motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and
"new" 2-strokes racing over 80 miles of the
Mojo Desert. Featuring 800 desert racers
including J.N. Roberts, Gary Conrad, Dick
Vic, Whitey Martin. Produced by Bruce
Brown Films; 37 minutes from KWB
Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S.
The first visit to the U.S. by many of the top
Europeans including Torsten Hallman, Dave
Bickers, Joel Robert, and Roger DeCoster,
also Americans like Eddie Mulder and Gary
Conrad. Includes sidehack racing. 45 min-
utes by Bruce Brown Films, from KWB
Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also
includes "powder puff" women's event. 25
minutes by Bruce Brown Films, from KWB
Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja
race. Everything from VW vans to motorcy-
cles, Ford Broncos to dune buggies are driv-
en by everybody from Indy 500 winners to
movie stars. Featuring Parnelli Jones,

James Garner, Malcolm Smith, and more. 40
minutes by Bruce Brown Films, from KWB
Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agopian's 10th annual 100-lap classic
held at Ascot and covered by more than 13
cameras. Made by Bruce Brown while filming
"On Any Sunday." Features Mert Lawwill,
Skip VanLeeuwen, Dallas Baker. 30 minutes
from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from
winning 3 TT's in 1961 at the age of 21,
through 9 World Championship victories in
the 60's with MV Agusta & Honda, to his
amazing return to racing in the late 70's on
Ducati, Yamaha & Suzuki machines. 60 min-
utes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding
racing career from the American dirt tracks to
his debut and eventual domination of GP
road racing in Europe. Kenny discusses the
high & low points of his GP career and talks
about his new life running a GP team. 69
minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they
provide a rider's-eye view of racing their 1962
Matchless G50 during the '92 Manx Grand
Prix around the Isle of Man TT circuit. 30 min-
utes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the
definitive history of motorcycle racing from its
earliest roots in Europe to today; Volume 1:
How It All Began & the TT; Volume 2: Birth of
the Grand Prix & The Japanese Arrival;
Volume 3: The Other Champions & Pressure,
Money and the Need to Win; total 192 min-
utes from Duke Video USA.

ENDURO

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldum, West
Germany. 60 minutes from Powersports
Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced
and struggled to complete the formidable
transcontinental "raid". See all the highlights
from the ground and the helicopter cameras
in this toughest race of all. 60 minutes. From
Powersports Video.

(#110) 1990 Blackwater 100
The original "Blackwater-The Video", 60 min-
utes of the 1990 World's Toughest Race;
from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest
Race, the Blackwater 100 Revisited. For the
second year in a row Motovideo takes you to
witness this amazing motorcycle & ATV spec-
tacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes
all about your favorite "Bad Boy." From
Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his
secret tracks and shows you how to master
the art. 60 minutes from Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming
and looking like new-and save hundreds of
dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's "Motivation"
Rick Johnson shows you how to approach
the sport of MX his way, from mental prepa-
ration to physical training and riding tech-
nique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and
how to condition your mind to become a
faster off-road and motocross rider by "learn-
ing how to learn." 23 minutes from Race
Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instruction-
al video by Keith Code of the California
Superbike School. This video translates the
book into 14 sections to make you visualize
with crystal-clear understanding the art of
pavement technique. 107 minutes from
Motovideo.

(#111) "The Matzattack Video"
Follow "The Chicken" Jeff Matasevich, as he
shows through his unique style of riding and
racing how you can improve your bike han-
dling skills. 60 minutes of entertainment from
Motovideo.

(#177) The Ride!
The streets are dangerous! If you don't know
what you're up against, you're in trouble.
"The Ride!" shows you how to be safer on the
street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell,
Donald Jacks and other top racers show you
how to get off the street and into club road-
racing; what you need, what to expect, how
to get started at the amateur level. 60 min-
utes from JR Productions.

DRAG RACING

(#124) The Awesome Factor
This documentary captures the essence of
professional Harley-Davidson drag racing
through the AMRA Series. See the people
who live & breathe racing, and the machines
that take them to the edge. 60 minutes pro-
duced by Panacom, from Progressive
Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about
motorcycle drag racing with commentary by
Pro Stock National Champion Dave Schultz.
60 minutes from Powersports Video

MOVIES

(#14) Harley Davidson®
The American Motorcycle
All motorcycle fans will love this exciting trip
through the past century of motorcycle history -
including everything about the legend of
Harley-Davidson. Join Hoyt Axton & nine
other famous hosts in the world's only autho-
rized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's
which reflected the attitudes and longings of
an entire generation. Two motorcyclists
(Peter Fonda and Dennis Hopper) embark on
a coast-to-coast odyssey in search of the real
America. 94 minutes from Progressive
Design.

(#139) The Wild One
What's Johnny rebelling against? "What have
you got," he sneers as an angry young
Marlon Brando scorches the screen in this
powerful '50s cult classic. 79 minutes from
Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which cov-
ers virtually every form of motorcycle compe-
tition from the AMA's Grand National Tour to
Motocross; Desert Racing to Ice Racing; the
ISDT to the Widowmaker Hillclimb; the
Bonneville Salt Flats to the Elsinore Grand
Prix- 90 minutes from KWB Marketing Group.

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ENDURO AMA National Enduro Championship Series: Round 3



Defending champ Randy Hawkins put on a late charge to earn his first win of the series.

Series points leader Jeff Russell rode well and finished a close second overall.



Slippery conditions and obstacles such as this steep descent kept the riders on their toes.

Hawkins back on top in Ohio

Photos by Jim Talkington.

WELLSTON, OH, APR. 18

Defending National Enduro Champion Randy Hawkins snapped out of an early season funk to win the Little Raccoon Classic/Randy Simmons Memorial Enduro by tallying a low count of 16. Current series points leader Jeff Russell was second best with a score of 17, while Kevin Hines, Steve Hatch and Kelby Pepper rounded out the top five overall.

"It really feels good to win after having so much bad luck this season," said Team Suzuki's Hawkins, who placed fifth and eighth in the two rounds prior to the Wellston event. "J.R. (Russell) and Terry Cunningham ('92 event winner) are always tough to beat in Ohio because they live here and they ride really well in these woods. I feel like I've got my confidence back after all the problems I've been having this year. This gives me the momentum I'm going to need to catch up in the standings."

The event was again hosted by the Appalachian Dirt Riders and featured a long trail of 154.1 miles, counting eight resets. Many of the same trails used in the '92 event were incorporated into this year's design, often in reverse direction. Russell described the event as "fairly easy for the first hundred or so miles, but once the B riders dropped off and we got into the last AA sections it got real tough. The last sections were tight, brushy and technical. It was a real chal-

lenge towards the finish." A total of 208 riders competed in the event.

Russell came into the third round tied in total series points with Hines, but both were looking for their first victories of the season.

"I'm trying to be smart and consistent and that's worked so far for me this year," said Russell before the run. "But I'm going to need to show some wins if I want to take back the title. Randy hasn't come around yet but there's no doubt that he's going to be the one to beat. Kevin is riding well right now but Randy should be everyone's main concern. He's always there in the end."

The event started at 9:01 a.m. and by most accounts Terry Cunningham was the early leader. However, the veteran Kawasaki Team Green rider's good fortune deserted him in the afternoon after a near-perfect morning.

"It was a day gone sour for me," said the 34-year-old Cunningham. "Up to the first gas I was leading; about 40 miles out, if I remember right. I wasn't off any time at all because I had zeroed the whole course to that point. Everyone else seemed to be having trouble, especially in the emergency check where I went 0:30. JR almost burned it by going 0:02, and Randy and Steve Hatch did burn it by 20 or 30 seconds. When you hit an emergency check at zero-thirty you're having a

special day. But in the next sections it started falling apart."

Cunningham, starting on row 20, was bottlenecked in the next section by B riders trapped on a difficult hill. In the next section he suffered a back flat tire. Finally, after 115 miles, the four-time National Enduro Champion tore up part of his radiator, bringing his "special day" to an unfortunate finish.

Kevin Brandon, winner of the 200cc A class, was also having an exceptional day, but he burned his clutch up so bad in the last section that he had to disconnect his clutch cable to make it to the last check and scored a catastrophic 25 for a total of 48.

After Cunningham's departure, Russell was thought to be leading the event on the heels of poor checks by Hatch, Hawkins and Hines.

"I burned an early check while JR zeroed it," said Hawkins. "After three checks I was four down, Steve was at four, and I think Kevin was in at five. I had to play catch-up for most of the day after that but I started making it up as soon as possible. It started to even out because I zeroed a check when Russell scored a two. I had to push really hard and I barely made it at :58."

"I was too aggressive in the early stages and that caused me to burn a check, too," added Hatch. "I missed a mileage marker that was on the outside of a corner because I was kind of late. It was an emergency check and I burned it by a minute when I went through. I thought it was my minute and that I had zeroed it, but that missed marker made me a minute off."

Hatch got back into lead contention with more aggressive riding; both he and Hawkins gambled on the last AA section - a 14-mile loop with three checks - by attacking early. The two teammates were fortunate that there was no control check in the section.

"That last section was really the high point of my day," said Hawkins, who posted scores of three and two in the last section while Russell put up a pair of fours. "I gambled but it won the race for me. Everything was working perfect. I've got a new motor from Jimmy at Pro-Circuit and Mike at Factory Connection has my suspension working right. It all finally came together at the end."

Unofficially, the 4/3 scores of Hines were second best to Hawkins in the last loop.

"I had a decent lead on Randy going into the last part and I let it get away," said a disgruntled Russell. "They didn't have a control check in the first part and I dropped two minutes while Randy gambled and went in early for a zero check. The bad part about knowing that you have a lead in an enduro is that you tend to be too conservative. He beat me by three minutes in the last 14 miles. I didn't want to break my bike or body. I thought myself right out of the race."

Russell's total score of 17 was still good enough for second overall ahead of the 18 posted by Hines. Hatch was fourth at 20; a mudhole slowed him in the last section. Still, Hatch was able to beat out Kelby Pepper (also in at 20) in a tie-breaker by five seconds. Alan Gravitt edged Joey Hopkins, the first round winner, for sixth in the final tally while Kelly Getz posted the eighth-best total score.

Results

O/A: 1. Randy Hawkins (Suz); 2. Jeff Russell (KTM); 3. Kevin Hines (Hus); 4. Steve Hatch (Suz); 5. Kelby Pepper (KTM); 6. Alan Gravitt (KTM); 7. Joey Hopkins (Kaw); 8. Kelly Getz (Hus); 9. Doug Jones; 10. Chad Froman (Kaw); 11. Steven Smith; 12. Alan Randt (KTM); 13. Brad Sells (KTM); 14. Jack Lafferty, Jr. (KTM); 15. Wally Wilson (KTM); 16. Jared Green (Hon); 17. Brian Lohman (KTM); 18. Bill Atkinson; 19. Robert Neeley (Kaw); 20. Scott Ely (Kaw).
AMA NATIONAL ENDURO CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 8 rounds): 1. Jeff Russell (68); 2. Kevin Hines (64); 3. Randy Hawkins (59); 4. Joey Hopkins (54); 5. Kelby Pepper (51); 6. Steve Hatch (45).

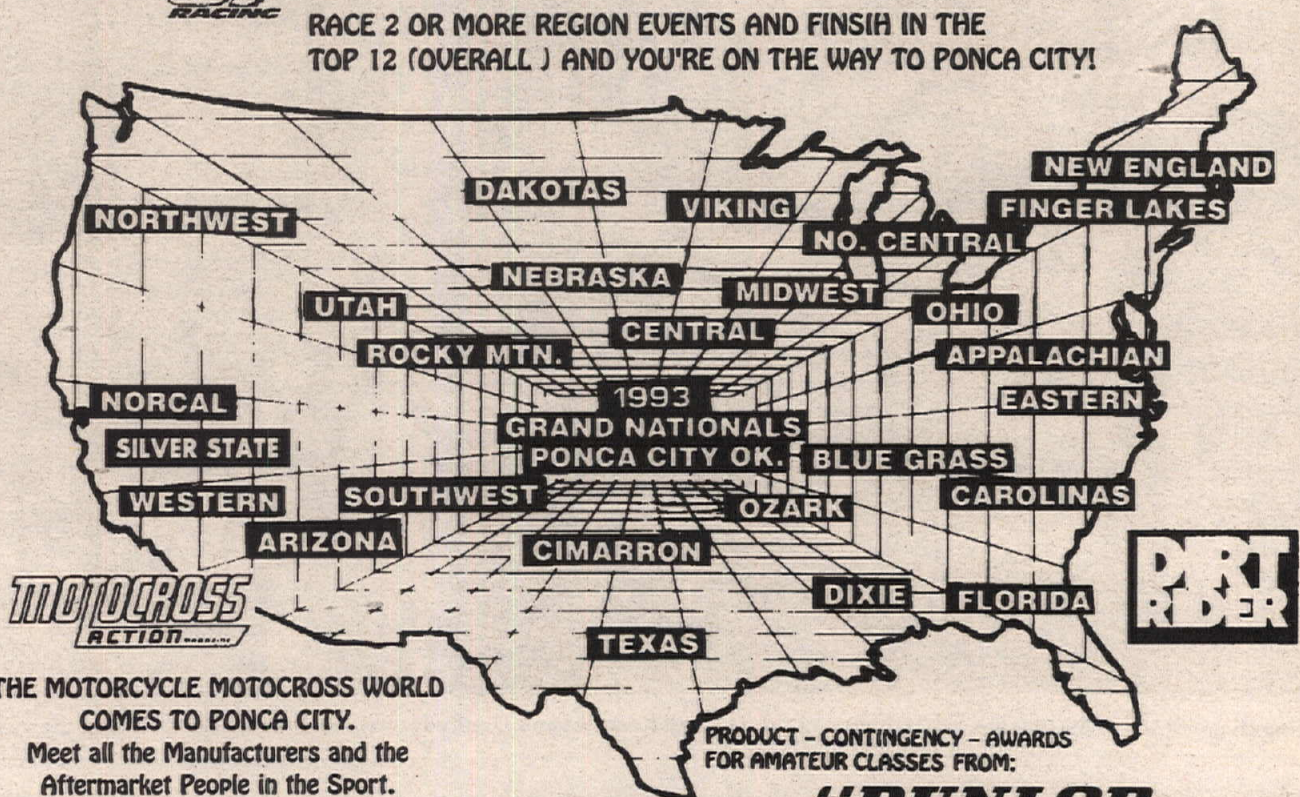
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60 JR. CYCLE MOD. 6-11	125 STK. PRO
80 MINICYCLE STK. Thru 11	125 MOD. PRO
80 MINICYCLE MOD. Thru 11	250 STK. NOVICE
80 MINICYCLE STK. 12-16	250 MOD. NOVICE
80 MINICYCLE MOD. 12-13	250 STK. INTER.
80 MINICYCLE STK. 14-16	250 MOD. INTER.
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OFF-ROAD SCORE Desert Championship Series: Round 2



(Left to right) Team Green technician David Pyle and riders Larry Roeseler and Danny Hamel celebrated after notching the victory.

Hamel/Roeseler ace San Felipe 250

By Anne and Tom Van Beveren

SAN FELIPE, B.C., MEXICO, APR. 17

The fastest race of the series turned into a Mexican cruise for two, as Kawasaki teammates Danny Hamel and Larry Roeseler ran away from the competition in the wide-open terrain of northwest Baja.

After a few worrying moments early in the race when a flat tire coupled with a strong challenge from the factory Honda team put them 20 seconds back on adjusted time, the Kawasaki KX500-mounted duo never missed a beat. They retook the number-one position 50 miles into the course and kept increasing their lead all the way to the finish.

When the checkered flag dropped after four-and-a-half hours of racing, Hamel and Roeseler were a full 15 minutes ahead of their nearest rivals and their average speed of 58.65 miles per hour had established a new SCORE record for the event.

The win was Hamel's second San Felipe 250 victory and number "I don't know what I've lost count" for Baja veteran Roeseler, who was called in at the last minute when Hamel's original teammate, Ted Hunnicutt, burned his left arm and leg in a camp fire mishap at a desert race near Victorville, California.

"Everything went pretty good. We had no problems, no close calls - nothing," said Roeseler. "It was just a great day for racing."

The Kawasaki hotshots weren't quite as confident when they lined up for the

start of the race under the arches on Highway 5, just north of San Felipe. Hamel had a sore right wrist due to tendinitis that developed while he was pre-running the course, and Roeseler had sore ribs after he aggravated an old injury from the Baja 1000.

The well-bandaged duo was on the front-line of the starting grid when the motorcycles assembled for the 6:15 a.m. start. The sky was cloudless and just beginning to change from dawn gray to blue as the starting flag dropped for the first time and Roeseler gunned the Kawasaki KX500 up Highway 5 towards the team's first rider change 47 miles north of El Chinero.

The second bike off the line, and easily the most impressive, was the XR628-based factory Honda piloted by Dan Ashcraft, Dave Donatoni and Chuck Miller. Ashcraft left a long streak of rubber as he powered off the start and the four-stroke's roar could be heard long after the bike had disappeared over the horizon. The rest of the 26-strong motorcycle field followed in a less spectacular fashion, one bike at a time every 30 seconds.

"Ride hard but smart" was Roeseler's motto, as he flew through the opening section of the course.

"Even though you're first off, you still have to watch for traffic. The Mexicans are everywhere," said Roeseler, who set a blistering pace, as he

sprinted north, beginning on the west of Highway 5 and then crossing to the east of the highway to parallel the beach.

With the other Class 22 (Over 251cc) favorite only 30-seconds behind, the Kawasaki pilot wanted to make the most of the dust-free lead and he ran wide open until near-disaster struck just 20 miles into the race.

"I got a rear flat about half through the section," Roeseler said. "When I had the flat, I hit a big G-out and bottomed. With the combination of the run being hard and me sitting down at the time, I just sort of sprung my ribs a little bit."

Roeseler needed an ace bandage and an extra kidney belt for his second stint on the bike but he managed to hold onto the physical lead all the way to El Chinero where, after a quick wheel change, it was Hamel's turn to take the helm.

"After I left, the pit radioed to me that we had a 20-second physical lead (over Ashcraft's Honda), so we were 10 seconds behind at that point," said Hamel, who poured on the pace trying to make up the deficit, unaware that the Honda was starting to slow.

"In the first section the motor got hot and started to seize," said Chuck Miller, who was scheduled to take over the Honda at Borrego, near the halfway point. "Ashcraft and Donatoni backed off in their sections but it got worse and worse."

Hamel's determined pace put him into the Oasis Road pit at the 78-mile mark two-and-a-half minutes ahead of the Honda. He continued to stretch the lead, as he turned the corner at the northernmost point of the course and began the 50-mile sprint south of the main pit area at Borrego.

The 250cc (Class 21) race began with a back-and-forth tussle between Craig Smith, who left off for SCORE's 1992 overall Motorcycle Champion Scott Morris on a Kawasaki KX500, and John Flores, who took the point for Tim Morton on a Honda CR250. Smith was the first 250cc pilot off the grid but pumped up arms had him running behind Flores when the bikes slid into the rider change at El Chinero.

Further back in the starting order, Darren Sanford had organized a two-pronged attack on the 250cc title.

"We had two bikes entered between four of us - me, Danny Anderson, Fred Willert and Jeff Martinez," Sanford said. "At one point or another each rider was going to ride on both bikes."

The Suzuki RMX250 team's strategy began to pay off less than 80 miles into the race.

"Willert crashed really hard and hurt his back, so I caught up to him," said Sanford. "My bike had already lost the silencer and the front brake so I jumped on Willert's bike and he kind of nursed mine into the pit."

Class 30 (riders over 30 years of age) hopeful Brian Schmuckle pleased the El Chinero spectators when he clipped a rock and nose wheeled the Kawasaki KX500 he shared with Tod McKay through the check, but the Vet class lead was in the hands of the Craig Adams/Jeff Kaplan/Jim Eveland Kawasaki KX500.

Rex Staten, who had hoped to catapult teammates Earl Roberts and Dan Worley to the head of the class early in the running, was fighting a losing battle with the team's KX500, which had seized the day before the race and was running on a hastily installed new cylinder.

"Our bike just wasn't running 100% all day, so we were down from the start," said Worley. "Staten lost a couple of places. He kept us in there but I think maybe one of the reeds broke or something."

Joey Lane, who had swapped his usual 250cc mount for a Kawasaki KX125, rode a cautious opening section, trying to get a feel for Baja after being out of SCORE competition since last May's Baja 500, but still managed to catch the only other Class 20 entry in the field - a Yamaha YZ125 under the command of Esteban Cruz and Erick Ornelas.

"I passed the 125 that started ahead of us, then I crashed and he got back by me," said Lane. "I got him again and we never saw him after that."

Chris Haines and Bill Tanner took the early lead in Class 40 (riders over 40), another class with only two entries, and there were no starters in Class 50.

As the race neared Borrego, close to halfway through the 257-mile dash, Hamel was almost seven minutes ahead of the Honda on adjusted time.

"I just rode really, really hard all the way to the Oasis pit," said Hamel. "Once I found out we had a pretty good lead I backed off to take it easy on my wrist and cruised in from there. I was still able to pull three more minutes," said Hamel, who put ice on his wrist once Roeseler had cleared the Kawasaki pit at Borrego. "It's my throttle wrist. Every time I would twist the throttle, I would feel pain. The way it felt best was wide open, so that's where I held it all day."

As Roeseler headed into the 60-mile

"mini summit" loop that circled east to meet Highway 5 at Three Poles and then doubled back to Borrego, all ears were straining for the first sound of the Honda. It cleared the northern loop six minutes behind Hamel, with a flat front tire on a damaged rim. By the time repairs were made, a new air filter was installed and the rear tire was replaced, Miller was another minute behind as he set off in search of Roeseler.

The chase was short-lived.

"The bike seized about 20 miles out of Borrego on the inside loop," said Miller, who was towed back to the pit by his teammates. "We're not really sure what happened. It was kind of a surprise, because it's the same setup we ran at the (Baja) 1000 and Parker and everything was going so well. The bike had been working really well and we had really done our homework. We thought we would be a real threat at this one."

The Honda team changed the cylinder and ring, and then went on to finish the race.

"We were way down - three or four hours by the time we got back in, but we wanted to finish - for ourselves as well as to stay in the points chase," said Miller.

With the Class 22 Honda out of the picture, second overall went to the Morton/Flores Honda CR250 for a split second before the bike was reported crashed at a road crossing with an injured rider. Second was then inherited by Morris and Smith, who had chased the rival 250cc all the way from the Oasis pit. The Morris/Smith KX250 cleared the Borrego pit in 10 seconds, 12 minutes behind Hamel and Roeseler on adjusted time, and just one minute ahead of the KX250 team of John Braasch, Dave Ondas and Jeff Capt.

Fourth overall (16 minutes behind the leaders on adjusted time) was the Over-30 Adams/Kaplan/Eveland entry, just three minutes ahead of the sputtering Class 30 entry of Roberts, Worley and Statten.

Japan's top Baja racer, Ishii Masami, brought his Class 22 Kawasaki through Borrego in sixth, two minutes ahead of first-time Baja racers Bryan Holmes and Mike Korenwinder, who ran out of gas an hour into the course but survived on reserve long enough to make it to the Oasis Road pit. Schmuckle and McKay were another three minutes back in eighth overall and the Prayther/Lane KX125 was holding its own not far behind.

Chris Haines and Bill Tanner had the Class 40 lead almost an hour behind the overall leaders when Haines took over midway through the mini summit loop, but the state of the new Kawasaki KLX650 four-stroke told Haines that things had not gone well for his partner.

"He had crashed and there was blood all over the bike," said Haines. "I didn't get the chance to talk to him so I wasn't really sure of his condition."

Haines' Canadian co-rider had run into trouble in the whoops near Borrego.

"The bike was a lot heavier than I'm used to riding - about 50 pounds heavier," Tanner said. "We had a good run and I was feeling pretty comfortable but in the last whoops just before the pit, I got a little out of shape and went over the bars."

But Tanner was in great shape compared to Joe Ludlow, who parted company with the KX500 he shared with Jeff Sheets, Jim O'Neal and Keith O'Neal two miles before the Borrego pit.

"There was about an eight-inch rock sticking out the same color as the sand right there. I drilled it and it put me up and over the bars," said Ludlow, who was bleeding badly after he tore some chunks of flesh out of his left arm when

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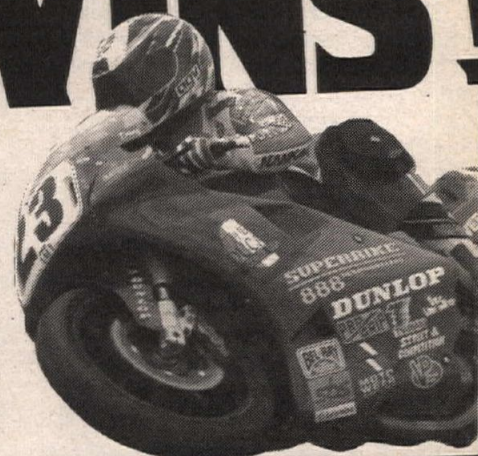
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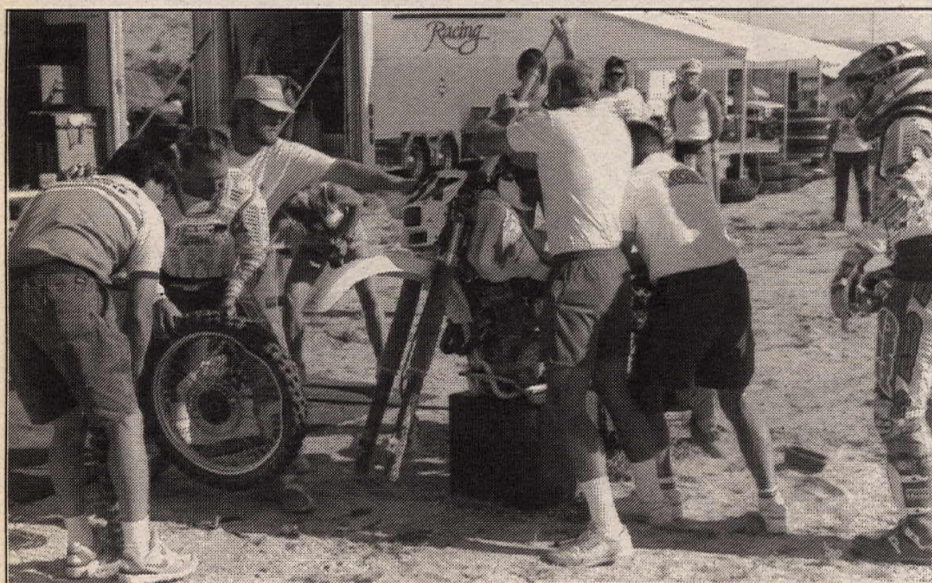


OFF-ROAD SCORE Desert Championship Series: Round 2



Dan Worley teamed up with Earl Roberts and Rex Staten to top Class 30.

The Dan Ashcraft/Dave Donatoni/Chuck Miller team led until their bike quit.



he landed. "It cut me up pretty good. A couple of other guys hit it right after me and went down while I was still trying to get up and get moving."

Ludlow brought the bike into the pit and the team continued on, after epoxying a clutch cover that was cracked during the crash.

Roeseler enjoyed a trouble-free ride all the way around the mini summit loop and Hamel had an even more secure lead when he boarded the bike for the final 70-mile leg of the course, which ran across Diablo Dry Lake and south to Arroyo Huatamote before turning east through a long wash and north to the finish line under the arches on Highway 5.

"That was a little better ride," said Roeseler, when he dismounted at Borrego. "The mini summit's pretty tough but I got over it okay. We did another rear wheel change at the pit just to put a fresh tire on - no flat this time."

Behind the leader, things were not really as relaxed. An incorrect report on the pit radio had Morris thinking second place was in jeopardy.

"I was a little tense because they said (the Braasch/Ondas/Capt KX250) was right behind us," said Morris, who did not know that the team had already

pulled out of the race. "I was riding like crazy. I missed a couple of turns and went out through some sticks. I bent the clutch lever clear around to where I couldn't use it the last 15 miles or so."

Back in fourth, and six minutes behind Class 30 leaders Adams, Kaplan and Eveland, the Roberts team had given up hope of a class win. Staten had struggled through the fast-paced terrain in fourth gear and the bike was running worse - not better.

"It was blubbering and missing real bad, and it couldn't pull fifth gear at all," said Staten.

Opting for a slow but sure approach, the team decided to settle for second in class and pulled over to check the bike at the final rider change. When Roberts headed out to complete the course, he found his race-long rivals stranded off to one side of the course.

"When I saw first place broke out there, oh man, I must have started riding twice as fast," said Roberts.

And just as well, because trouble-free final sections had moved Holmes and Korenwinder and Over 30 contenders Schmuckle and Tod McKay dangerously close behind him.

But no one was close enough to threaten Hamel. He completed the



Bryan Holmes and Mike Korenwinder finished fourth in their first SCORE race.

lower section of the course as rapidly as he had finished his other sections and stormed down the short pavement section to the finish just before 11:00 a.m.

The Kawasaki Team Green/Bel-Ray/Dunlop/Trick/NGK/Tsubaki/Renthal/Pro Circuit/PIAA-backed duo completed the course in four hours, 23 minutes and 13 seconds.

"The Honda team was actually in the lead on time at the 50-mile mark but once we fixed our flat, we just steadily pulled away from there to the finish," said Hamel, who reported a two-for-three overall win record at the San Felipe event. "Apart from my wrist, I didn't have any problems. Everything went very smoothly today."

Morris survived a near endo when he hit a booby trap and a close call with a spectator vehicle on his final sprint to second overall and the Class 22 win.

"Three Mexicans were driving a car backwards on the course about 15 miles out," said the Team Green/Kawasaki of Riverside/Duralube/Answer/Michelin/FMF/Tsubaki/Sprocket Specialists/Bell/LR Enterprises/Scott/Trick/Joe Lane Race Prep/Art Lanier Suspension-backed Morris, who finished with an average speed of 55.55 miles per hour. "I nearly T-boned them. They went off into the bushes and I went off into the bushes. I was lucky to miss them."

The Roberts/Worley/Staten team was overjoyed with third place and the Class 30 win half an hour behind the overall winners.

"Luck was with us today, that's for sure," said Corona Beer/Kawasaki of Riverside/Stereo Sol/Race Tech/Xtreme/F&L/Motel Colonial/FMF/Dunlop/IMS/Krause Racing/Song Dog Packs/Kenworth/Block Mex/Esc. Cycle/Torco/Ceet-backed Worley. "We just kept going all day. We had no mechanical problems really, except that the bike wasn't running well."

Fourth on adjusted time after a five-hour dash were Honda XR600 racers Bryan Holmes and Mike Korenwinder, who finished an impressive second in Class 22 in their first SCORE event.

"You might say this is the frosting on the cake," said Korenwinder, who thanked Pritchett Cycles. IMS and American Honda. "We ran clean, very clean. That baby just worked great. Over the summit, I just threw her down into low and kept motoring."

The Baja newcomers topped the Class 30 entry of Brian Schmuckle and Tod McKay by just six seconds, and



Chris Haines and Bill Tanner won Class 40 and were 13th overall on a KLX650.

Masami Ishii brought the KX500 he shared with Ryuichiro Takahama home just 22 seconds behind Schmuckle to claim sixth overall.

Darren Sanford brought the first of his two RMX250s across the line in seventh overall (second in Class 21). His second bike was out with mechanical problems and would not make it to the finish.

"It was eventful, that's was for sure," said Sanford, who thanked American Suzuki and Xtreme. "We had a really tough day. Both of the bikes ran really strong but three out of the four riders crashed and when you start doing that, you rip parts off the bike and injure bodies at the speed you're doing."

Chris Haines kept the maiden voyage of Kawasaki's new KLX650 going all the way to 13th overall and scored the win in Class 40. Haines, who won the class at last year's San Felipe 250 despite crashing and breaking his collarbone just short of the finish, was happy to see the finish of his two-man team's six-hour ride.

"I'm glad it's over," said Haines. "It's kind of a treacherous course here, especially on a four-stroke. It's kind of heavy and hitting those big rocks out there is kind of hairy."

Hope faded for Class 20 leaders Robert Prayther and Joey Lane when their KX125 seized just after Matomi Wash.

"I was on my way home and the bike started to run out of gas," said Prayther. "We had a slightly small gas tank and I'm pretty sure it sucked up some air bubbles in and seized."

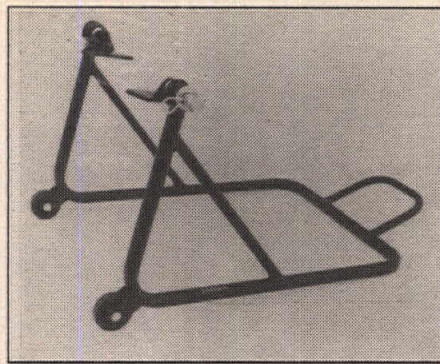
Prayther refused to give up and began pushing the bike towards the finish. Despite help from his teammate and pit crew, it took more than 45 minutes to reach the outskirts of San Felipe, but when the Prayther/Lane mount coasted across the finish almost seven hours after the race began, it was still two and a half hours ahead of its only Class 20 competition.

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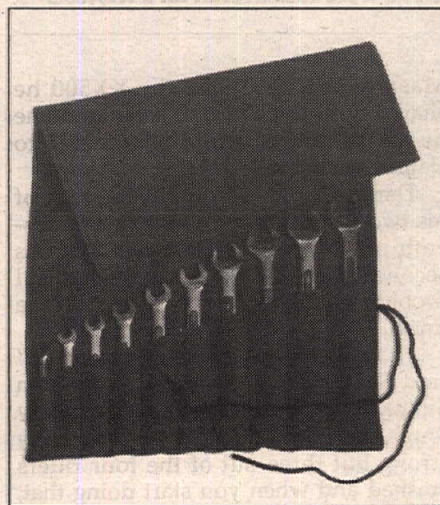
Results

O/A: 1. Danny Hamel/Larry Roeseler (Kaw); 2. Scott Morris/Craig Smith (Kaw); 3. Earl Roberts/Dan Worley/Rex Staten (Kaw); 4. Bryan Holmes/Mike Korenwinder (Hon); 5. Brian Schmuckle/Tod McKay (Kaw); 6. Masami Ishii/Ryuichiro Takahama (Kaw); 7. Darren Sanford/Jeff Martinez/Danny Anderson/Fred Willert (Suz); 8. Steve Ogren/Brent Farrell/Craig Hunter (Kaw); 9. John Herder/Scott Davis (Kaw); 10. Juan Ortiz/Sergio Vega; 11. Billy Robertson/Larkin Wright (Hon); 12. Jeff Sheets/Jim O'Neal/Joe Ludlow (Kaw); 13. Chris Haines/Bill Tanner (Kaw); 14. Angel Garcia/Arturo Salas; 15. Eric Dunlavey/Tod Dunlavey (Hon); 16. Yoav Hasson/Sagi Heghann (Kaw); 17. Robert Prayther/Joey Lane (Kaw); 18. Bob Van Dyke/Rich Caselli (KTM); 19. Robert Chavez; 20. Craig Adams/Jeff Kaplan (Kaw).

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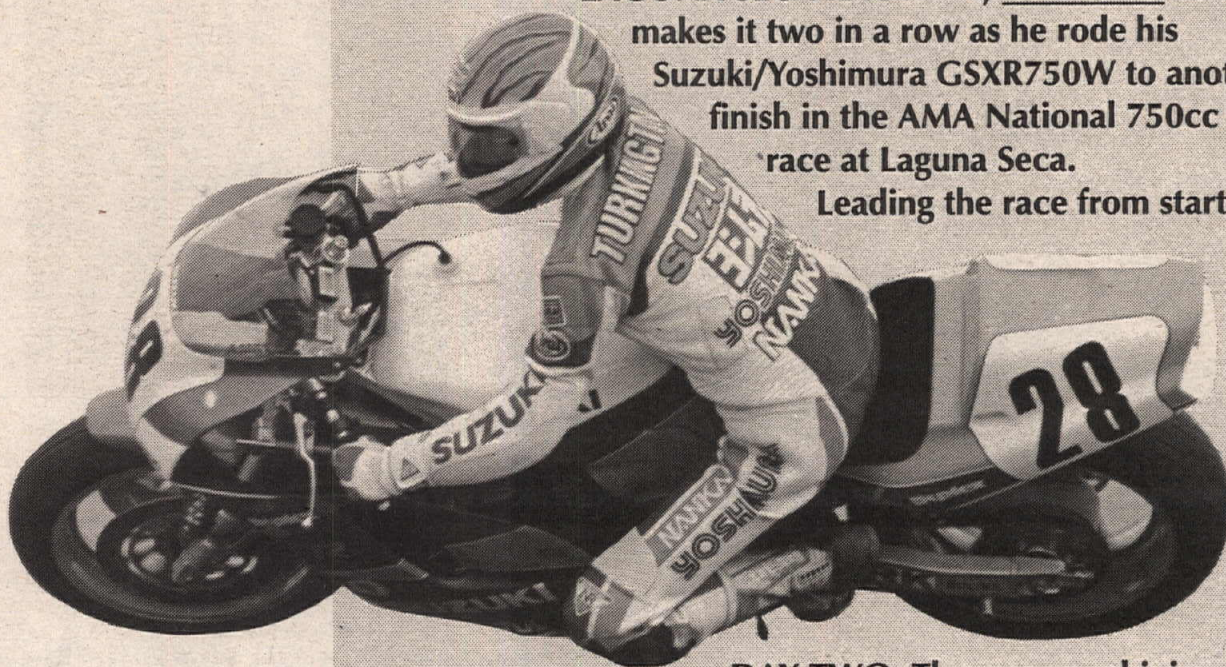


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OBSERVED TRIALS Schreiber Cup



Three-time National Champion Scott Head scored his third Schreiber Cup victory.

Jared Malmquist thrilled spectators with a flashy riding style, but finished a distant fifth.



Head grabs third Cup win

By Don Williams
Photos by Kelly Callan

LUCERNE VALLEY, CA, APR. 17

Three-time National Champion Scott Head put his name on the Schreiber Cup for the third time with a convincing victory on the rocks of the Johnson Valley OHV Area's Cougar Buttes.

Head, 30, riding a Section One Products/PJ1/Galfer/AXO Sport

America-sponsored Fantic Key-Roo, easily beat runner-up Tom Hamann, southern California's six-time American Trials Association (ATA) Champion, 18-47.

The annual event is held in honor of 1979 World Champion Bernie Schreiber, who was a member of the meet-sponsoring ATA, and traditionally draws



Local champ Tom Hamann finished a distant second, 29 points behind winner Head.

many of the nation's best trials riders. Mark Manniko, winner of four of the last five Schreiber Cup events was not present, leaving the door wide open for Head, who also happened to be last year's runner-up.

And it was clear from the beginning of the event that this was to be Head's day. Head and Hamann both cleaned the first Championship class section in front of a crowd of about 100 spectators, but Head did it with uncanny smoothness while Hamann struggled for his clean. Multi-time Pacific International Trials Society Champion Kip Webb, who finished a distant third with 74 points, fived the section on the opening six-foot rock wall when he dropped his front wheel into the deep gap just beyond the wall.

"Section one had me thinking on the first lap," Head remarked, "But it turned out to be a little easier than I thought it would be."

Head opened a three-point lead on Hamann by scoring a clean while Hamann took a three.

The gallery of spectators followed the six Championship class riders to section two, which was the last section easily accessible to most spectators.

Section two was regarded as the most difficult section of the day for the top class.

"It was tight," Head said. "You didn't have much breathing room between terrain challenges and there were a lot of them."

Hamann was very succinct with his description of the section, "It was tough."

The section combined a six-foot wall with tight turns, gap jumps, launches, loose off-camber turns and jumbled rocks in a natural amphitheater which provided excellent viewing for the rowdy audience.

Webb, 35, cased his Fantic Key-Roo when he misjudged one of the easier obstacles in the section and scored five.

Head took a dab on top of the wall, but cleaned the rest of the section. A clean floating left-hand turn through the jumbled rocks elicited a roar from the crowd.

Struggling through the jumbled rocks cost Hamann most of his three points in the section, giving Head a five-point advantage over Hamann that grew to 2-12 following section six. Webb dropped out of contention with 26 points.

The loop was very difficult, in keeping with Schreiber Cup tradition.

Following section two, the tough loop began with riders snaking their way through nearly virgin territory that was filled with rocks of innumerable shapes and sizes.

After section five the loop became extremely nasty. A loose hill climb around Ragged Peak was followed by a 1500-foot elevation drop in approximately three-quarters of a mile of extremely steep and narrow newly constructed trail. The portion of the loop gave the feeling of riding down an elevator shaft filled with rocks with a stop for section six.

It took a toll on a number of riders.

Only one of the three Expert Class riders finished and 30 of the Intermediate class competitors DNFed.

"On the third loop, from section six to seven, I went down in one or two dabs," sole Expert finisher Kenny Lane said. "That was an accomplishment in my own mind. In addition to the difficulty of the loop, the Expert class was tortured by sections that most considered to be too hard. Northern California's Howard Galbreath and southern California's Mark Oldar both scored over 40 out of a possible 50 points on the first loop before calling it a day. Two of the day's 10 sections went unattempted by any of the Expert riders."

"The sections were extremely difficult for the Expert level," Lane, a Fantic-mounted PITS rider, explained. "The other guys that were in it decided they would rather play it safe than get hurt. I probably should have done the same, but I decided to stick it out."

While the sections for the two top classes were meant to replicate National-level obstacles, the Sportsman and Intermediate class lines were somewhat tame.

New Zealand expatriate Pete Croft

beat fellow ATA member Clive Hannon, 17-26, for the only home club win of the day.

"The loop was tough," Croft said. "But, as long as everyone is riding the same thing, it's okay. The sections were all cleanable and relatively easy compared to the loop."

Like Lane, Croft found riding the loop between the fifth and sixth sections to be a personal challenge.

"I felt quite chuffed when I cleaned it all the way down," Croft said.

Mike Fenner dominated the Intermediate class by cleaning the final 23 sections of the day. Fenner's four point total on his Gas-Gas GT-25 put him comfortably ahead of second place finisher, High Desert Trials Center-sponsored Roger Guard.

Fenner was very enthusiastic about the event and credited Spaniard Andreu Codina with his success. Codina, the former World Championship Series competitor who is now export manager for Gas-Gas, had visited California in early April and had conducted a trials school.

"Codina made some changes to my bike that really improved my riding," Fenner said.

"I really liked the trial," Fenner said in praising the event. "It was worth an 8-hour drive."

Runner-up Guard, also on a Gas-Gas, cleaned the last 13 sections he rode, but was put out of contention with a flat front tire on the first loop.

Mechanical problems resulting from a crash stepped in the way of Webb's attempt to reel in Hamann on the last loop.

"I had some bad luck. I had a bad crash on section five and blew my clutch out," Webb explained. "I had to come all the way back to the pits to replace my master cylinder. I got behind the sweepers and I had to take two fives on the two easiest sections. I thought I was going to make my wheels square blasting down that canyon on the way to section seven."

"I don't think it would have effected the results, but it would have made me feel better," a frustrated Webb said. "They (Head and Hamann) were spot on. They couldn't have been any better."

Although Head's 3-7-8 loop scores made it appear as if he was fading slightly as the day went on, he didn't agree.

"The last lap I felt pretty strong," Head said. "Usually I've gotten a second wind in three lap events on my last lap."

Head said a freak five on the third section of the last circuit stopped it from being his best card.

Head praised the architects of the event. "I thought (section designer) Art (Webster) and (loop router) Lon (Brand) and the guys did a really good job of laying it out."

Hamann was less enthusiastic about the event.

"The loop was hard. I think they should tone it down to get more people riding," Hamann said.

"The downhill (between sections six and seven) took 20 minutes to get down it. I was caught in traffic behind a couple of Advanced riders," Hamann explained. "One guy crashed and the other guy was walking his bike down. My arms pumped up."

"Today was pretty hard. There were some really big steps." CN

Results:

C'SHIP: 1. Scott Head (Fan) 18 points; 2. Tom Hamann (Bet) 47; 3. Kip Webb (Fan) 74; 4. Kenny Leduc (Fan) 94; 5. Jared Malmquist (Bet) 105.

EX: 1. Kenny Lane (G-G).

SPTSMN: 1. Pete Croft (Yam); 2. Clive Hannon (Fan); 3. Lon Brand (Bet); 4. Bob Madden (Bet); 5. Kent Graham (Apr).

INT: 1. Mike Fenner (G-G); 2. Roger Guard (G-G); 3. John McGregor (Fan).

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OBSERVED TRIALS El Trial De Espana XXIII



Tom Hamann earned his first-ever El Trial de Espana win with a breathtaking finish.



Scott Head finished a close second, only one "clean" behind winner Hamann.

Viva Hamann!

By Don Williams
Photos by Kelly Callan

LUCERNE VALLEY, CA, APR. 18

In one of the most dramatic finishes in El Trial De Espana history, six-time American Trials Association Champion Tom Hamann held on to beat three-time National Champion Scott Head on cleans, 18-17, at the Johnson Valley OHV Area's majestic Cougar Buttes.

San Diego's Hamann took the lead at the start of the most prestigious non-championship observed trial in the United States on the fifth section of the first loop and never relinquished it. The 23rd running of the event saw Gerard Roofing Technologies step forward and serve as title sponsor.

The seven Experts started the morning loop on section eight. Head, El Trial's 1980 and 1985 winner, was the first of the top three finishers to have blood drawn, when he dabbed twice at section 10.

Kip Webb, like Head, riding a Fantic Key-Roo sponsored by Section One Products, moved down to third place when he fived section one, leaving the Beta Zero-mounted Hamann alone without a mark.

In section three, Head dropped another point, putting him three dabs back of Hamann and a pair up on Webb.

"The first three points were concentration points," said a less-than-pleased Head.

Section five was the only morning trap to grab points from the top three competitors. It cinched up the score to two, four and seven for Hamann, Head and Webb, respectively, and that was how they went in to the noontime break before the three Exhibition loops.

"The first loop was pretty easy," Webb explained as he expressed confidence that he could make up the five-point gap between himself and Hamann.

Hamann, going into the Exhibition Loops in the lead for the first time in six tries, was happy with his morning performance.

"I felt good," he said.

Meanwhile, Head was contemplating

the effects of the gusty 20 mph westerly breeze shooting through the cool, sunny canyon on the riders as they would attempt the five difficult spectator-friendly snares.

"It's going to be interesting," Head predicted. "Especially with the wind."

In the second division of Experts, Kenny Leduc, Jared Malmquist and Matt Pritchard were tied with 14 points each.

Malmquist, 22, riding a Beta Zero, would have been within striking distance of the leaders save for a major mistake.

"I missed a split marker," he said dejectedly, recalling the loss of five points.

While the Experts prepared for the afternoon battle, the rest of the 107 entrants looked over the results from their dual trips around the circuit.

Fantic rider Kenny Lane made it a twin victory weekend by combining a 9-10 Advanced Class victory over Bruce Davis with the previous day's survival test win.

"It was a lot more fun today," Lane said. "The sections were all in the cleanable range."

Although it was windy and he became dehydrated, Lane cleaned all but one section on the final loop and said, "I had a real good time." It was Lane's third ETDE Advanced class win.

While El Trial is a tough event for the Experts, it is primarily a fun trial for the lower classes and the sections are strongly tilted in the easy direction.

Of the eight classes riding the "blue plate" line, the highest winning score was turned in by Cycle News Associate Editor Donn Maeda who ran unopposed in the Press class. Riding a Yamaha TY250Z, Maeda dropped five points in one section, but went clean through the 19 others.

There were nine blue plate line riders that finished with a clean event; no points scored. Four of those perfect rides came in the Novice 30+ class.

Jim Miller, the lone Intermediate to

put together a clean event, won the 40+ division. Jeff Taylor and 1978 National Senior 35+ Champion Bob Nickelsen were the only Sportsman riders to go dabble for both loops. Taylor won the Open age division and Nickelsen was the 50+ winner.

As the break came to an end, hundreds of spectators took to the cliffs to watch the Experts tackle the Section One Products section, the first of the Exhibition sections.

The section was a spectacular 100-yard climb up a seemingly impossibly steep slab, followed by a frightening serpentine route back down to the starting gate. Adding to the danger were winds that increased in intensity as the rock was scaled.

Montesa 311-mounted Kevin Norton was the first up.

Norton cleaned the opening step and after a tough off-camber left he began his assault on the slab. Three odd-sized boulders 50 feet into the climb provided his undoing.

He crashed hard and the crowd let out a loud groan. Norton was able to continue, as his spark arrester took the brunt of the fall for the bike.

Head wasted no time in throwing down the gauntlet to Hamann and Webb. He took the next shot at the imposing piece of granite.

Head calmly cleaned the opening step and took aim at the triple rock obstacle. He used a left-hand floater to cleanly drop him off the last rock and back to the slab. Head revved up his Key-Roo and shot smoothly to the top. He patiently turned the bike around and began the descent.

The slope's first left-hand turn silenced the crowd as Head crawled through the severe off-camber, inches away from a sheer 15-foot drop. A roar erupted when Head successfully completed the turn and headed back toward the slab's heart.

A drop-off and a couple of full-lock turns sent Head to a hot dog-shaped rock, on which he rode to the finish.

The spectators went into a frenzy as Head's front axle passed through the exit gate.

Pritchard was next up. Mounted on the TYZ ridden by Maeda in the morning, he dabbed on the rocks that bit Norton, reminding the crowd that the section was not easy.

Pritchard answered Head's challenge and aggressively cleaned the rest of the section to the delight of the crowd.

Malmquist, looking for a chance to gain some points on Pritchard, was unable to do so. He was bitten by the same rocks that got Norton. Malmquist took a five when his front end dropped into a slot at the rocks' exit.

It was now local hero Hamann's turn to challenge the rock monster. Hamann rode the section flawlessly and wowed the spectators with a crowd-pleasing nose-wheelie to the exit. His clean kept him two-up on Head.

Hamann extended his lead over Head to four by the end of the first loop. Webb slipped to nine points back on the Cosmopolitan Motors section, section four, but moved back into contention with an outstanding clean on the fifth section, the AXO Sport America section.

Webb closed to within one point of Head on the Section One Products section on the second loop when he cleaned it and Head dropped two in the triple rocks. Hamann's clean gave him a six point cushion with nine traps remaining.

Hamann dropped three points in the remaining sections of the loop and Head lost only one more to put him back to within four points of the lead. Webb dropped six points on the second Exhibition loop, half of them in the third section, the Tryals Shop section.

With one loop to go it was 7-11-17, with Hamann leading Head and Webb.

As Hamann began the last loop, Head had already ridden most of the sections. Hamann asked at each section how Head had done, and kept track of the score as he progressed. A gallery had formed to cheer Hamann on.

Head and Hamann cleaned the first two sections and Webb fell further off the pace.

Hamann had begun the Section One Products section with a self-admonition, "Don't screw up." He finished by saying, "My hands are getting weak."

When Hamann hit the Tryals Shop section he got the news that Head had taken a five.

The call on Head had been close. The section opened with a five-step challenge, but the main point grabber was a uphill left-hand turn over some harshly jumbled rocks.

"I was making a real tight left and I was in second and I guess the rear tire got bound up," Head explained later. "I went to dump the clutch to get out and I guess I was off powerband and it just died on me."

Head attempted to restart the bike without getting the maximum penalty. He was successful in lighting the engine back up, but he was assessed five points.

"With ATA checking I thought I had a three, but I got a five and that's the way it is," Head said matter-of-factly. "You always feel different when you're on the bike, but I got a five."

With a nine-point lead with three rides remaining, Hamann had an opportunity to put it away. He didn't.

Although Hamann had cleaned the third section twice, he rode it with uncharacteristic caution and appeared a bit shaky. He nearly fived in the same spot Head did, but he kept the bike running and moving and was scored a very close three.

"Very close," Hamann said. "Right on the edge. I kept it going and pushed my way through."

With a six point lead, Hamann could clinch a win with a clean ride on the second-to-last section. He didn't.

The main obstacle of the fourth section was a right-hand turn on a rock platform. Riders had to hop either the front or back wheels to set up for the climb to the exit. Hamann got out of shape as he hopped the front wheel and took a dab on the climb.

When Hamann got to the final section, he found out that Head had cleaned

it. A three or better would be needed to clinch the win for Hamann.

Hamann had taken a pair of twos earlier, and the AXO Section had an obstacle that was very capable of extracting a five.

Hamann easily cleaned the opening four-foot step, turned right and dropped off flawlessly. He turned around to confront a daunting four-foot undercut before setting up and hitting the launching rock perfectly. Hamann landed at the top of the shelf cleanly to the roar of the crowd.

Only a relatively easy trip through some jumbles and twin four-foot chasm jumps, and Hamann's long-sought El Trial win was his.

He jumped the first gap and hopped the rear wheel to set-up for the replay.

But when the rear wheel landed, the bike died. A loud gasp erupted from the gallery, followed by dead silence. Eventually, cheers in appreciation of Hamann's effort materialized as a five was punched in his card.

Hamann was only 10 feet from the exit.

"Painful," Hamann said later. "After I stalled and fived it, I knew it was real close. It turned out I won."

Scorekeepers Terri Boudreau and Sharon Varnell pored over the two riders' loop cards before declaring Hamann the winner by a clean. Ironically, Hamann had lost second place to Head on cleans at ETDE XXII.

"It feels great," Hamann said with a huge smile. "I'm stoked. Just the whole thing. The whole weekend being dedicated to me. It's pretty special."

Hamann was awarded a Beta Zero provided to him by the American Trials Association in recognition of his contribution to the sport and his outstanding championship streak.

Head, although disappointed with his runner-up spot, was generous with his approval of the Exhibition Sections.

"You've got to hand it to (section designer) Paul (Webster). He did a fine job," said Head. "As long as he keeps setting them up, I'll keep riding them."

The three-time National Champion also gave Hamann his due.

"I felt pretty good," Head explained. "I just didn't ride as good as I needed to beat Tom. Tom was riding really good today."

Results:

EX: 1. Tom Hamann (Bet) 16 points/18 cleans; 2. Scott Head (Fan) 16/17; 3. Kip Webb (Fan) 21/16; 4. Kenny Leduc (Fan) 56/7; 5. Kevin Norton (Mon) 67/6.

ADV: 1. Kenny Lane (G-G); 2. Bruce Davis (Yam); 3. Lon Brand (Bet); 4. Thom Engelhardt (Yam); 5. Rich Jenkins (Yam).

ADV 30+: 1. Howard Galbreath (Apr); 2. Pete Croft (Yam); 3. Doug Elliot (Fan); 4. Kurt Roll (Bet); 5. Randy Minter (G-G).

ADV 40+: 1. Greg Bush (Fan); 2. Larry Varnell (Yam).

INT: 1. Steve Dozier (Yam); 2. Lee Holth (Yam); 3. Brad McClellan (Yam); 4. Tom Blake (Bet); 5. Chip Tanke (Bet).

INT 30+: 1. David Rector (Yam); 2. Paul DeArmond (Fan); 3. Robert Walker (Fan); 4. Joe Slaughter (Apr); 5. Guy Ward (Fan).

INT 40+: 1. Jim Miller (Yam); 2. Mike Fenner (G-G); 3. Art Webster (Yam); 4. Alan Malmquist (Bet); 5. Dave Whittle (Fan).

SPTSMN: 1. Jeff Taylor (Fan); 2. Steve Varnell (Fan); 3. Brad Price (Bet); 4. Sheldon Parker (Bet); 5. Robert Perrill (Yam).

SPTSMN 30+: 1. Ted Zinsmann (Fan); 2. Mark Hogan (Bul); 3. Michael Chen (Yam); 4. Beck Raia (Yam); 5. Gary Oborn (Hon).

SPTSMN 40+: 1. Doug Stephens (Yam); 2. Bob Williams Jr. (Bet); 3. Martin Argo (Yam).

SPTSM 50+: 1. Bob Nickelsen (Hon); 2. Bob Grove (Apr); 3. John Haney (Bet); 4. John Collins (Bet); 5. Michael Tice (Yam).

NOV: 1. (tie) Kenny Blake (Bet)/Casey Longman (Yam); 3. John Rellos (Yam); 4. (tie) Matt Perrill (Bet)/Craig Baal (Yam).

NOV 30+: 1. (4-way tie) Glenn Stone (Mer)/Bruce Backstro (Yam)/Dennis Davitt (Hon)/Henry Gregorich (Yam); 5. Robert Hel (Yam).

NOV 40+: 1. (tie) Greg Baillie (Fan)/Steve Graham (Hon); 3. Gil Ballatore (Kaw).

NOV 50+: 1. Jack Volder (Bet); 2. Al Nourian (Yam); 3. Joe Cavataio (Bet).

VINT: 1. Duane Stone (Bul); 2. Bryan Morrison (Bul); 3. Michael Free (Hon); 4. Jim Cameron (BSA); 5. Jack Ausmus (BSA).

YTH: 1. Sean Baillie (Yam); 2. Jason Hopkins (Suz).

TRAIL: 1. Mark Miller (Kaw); 2. Gerald Leduc (Kaw).

PRESS: 1. Donn Maeda (Yam).

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FILE PHOTO BY JIM TALKINGTON

Czechoslovakian Jan Hrehor overcame the flu to score his second-straight win of the series.



FILE PHOTO BY DAVEY COOMBS

Fred Andrews led several times during the race, but slipped to second overall at the finish.

Hrehor powers down at Whiskey Ridge National

By Davey Coombs

SHARPSBURG, MD, APR. 18

For the second GNCC race in a row Team Yamaha's Jan Hrehor secured the top overall finish, this time at the Whiskey Ridge National. The 28-year-old Czechoslovakian import beat fellow Yamaha pilot Fred Andrews by 43 seconds after nearly three hours of racing in the area near the Antietam National Battlefield in western Maryland. Team Husqvarna's Duane Conner posted a season-best finish of third overall. Three-time GNCC champ Scott Summers and Team Green's Doug Blackwell rounded out the top five overall in the 262-rider field.

"I did not expect to do so well because I have been sick for two weeks," said Hrehor, who also won the Loretta Lynn's GNCC race three weeks prior to the Whiskey Ridge event. "Winning makes me feel better but now I probably need to rest. I did not go so fast early in the race in order to save energy. At the end, I saw that Summers was out with a bad (front) wheel and Fred was not too far ahead, so I thought I could catch him and win."

"Too many trees jumped out at me - I got more beat up today riding this woods race than I ever did in a supercross," joked Andrews. "I passed up the Pontiac Supercross this weekend, because I really want to do well in this series and concentrate on being a better woods rider, but I'm riding too erratic right now. You have to be smooth in the woods. I'll hit one tree, then another and another and I get the domino thing going until I go down. That cost me at the end today, but I'm going to work it out."

Andrews won the series opener in Florida but failed to finish the second round of the series in Tennessee.

KTM's Scott Plessinger, the series

points leader in the AMA National Championship Hare Scrambles Series, failed to score any points after having to stop early in the race to repair a broken shift lever. He lost too much time to the leaders and just cruised around to the finish.

The course was located just below Sharpsburg and measured eight miles in length, and the leaders completed eight laps on the day. The trail was a consistently wide yet not extremely fast trail with plenty of rocks and roots lining the way. Summers called it "a 24 miles-per-hour trail; perfect for this kind of racing." He added, "It was the kind of track where the physically, mechanically and mentally best prepared rider wins. Unfortunately, I wasn't that rider today," said Summers.

The Pro class riders occupied the first of 12 starting rows. Upon the wave of referee Russ Bennett's green flag, the front-row riders fired their engines and started into the first right-hand corner. Blackwell and Summers led the pack out of the first turn after Summers used a questionable inside line around the large, corner-marking bush. The rules state that riders must stay within 15 feet of the official markers; a banner that was previously attached to the bush on the inside had been broken and refastened shorter. That left room for Summers, who got a bad initial jump, to squeeze ahead of everyone between the bush and banner and still be within the prescribed 15 feet.

Andrews, aboard a Yamaha YZ250, started fourth but was soon able to catch and pass Blackwell.

"I passed Blackwell when we came to a tree-rooted section with four or five lines through it," said Andrews. "I just chose a better line, I guess. I walked the

track on Friday and I knew where to go."

But Andrews must not have seen the rock bed that caught his front wheel and jerked the bars from his hands. The longtime pro motocrosser lost positions to Conner, Hrehor, Blackwell and Norton before getting back on track. Summers was now more than 30 seconds ahead of this five-bike parade, but the first of several on-trail mishaps was about to slow the leader's drive.

"I must have been half a minute ahead after a lap and I felt really good," said the 26-year-old Summers. "But then I got to the first big bottleneck of riders on the second lap and my lead diminished to nothing. Andrews and Blackwell caught me while I was sitting still, so once we got going again I worked really hard to get 30 seconds up again, then hit another bottleneck! I was working too hard building these leads, only to lose them because of lappers."

While Andrews and Blackwell charged after the Honda pilot, Hrehor seemed content to wait for the lead battle to thin out before throwing his hat in the ring.

"I thought it was best to stay a little behind and watch the other riders and their lines," said Hrehor. "I like to wait for half the race to see how fast everyone is going. Duane Conner and I rode together for a while just waiting to see what happened up front."

Conner's presence in the lead battle was extremely satisfying for him. And his eventual podium finish marked the first time since Ed Lojak's championship season of 1988 that a Husqvarna has made the top three overall at a GNCC event.

"It feels good to be up here," Conner said. "It's been a pretty serious adjustment for me. The bike is good and I'm starting to get used to the way it works. I had a couple of unfortunate incidents at the first couple of Nationals, things getting bent on rocks like the shifter or a rotor or whatever. But everyone has had some up-and-down races in this series so my chances are still good."

Conner and Hrehor were soon sharing the trail with Blackwell as they collectively watched the leaders from a short distance. What they saw was a ferocious battle between Summers and Andrews.

"I think Scott was surprised when I caught him on the third lap," said

Andrews of his two-lap charge to retake the lead. "We had a real dogfight after that. I passed him, he passed me back, again and again. We were sticking wheels into each other, blowing trees down, whatever it took. A woods rider is a woods rider - I didn't expect that kind of aggressive riding from him - at least not that early."

"I was riding too aggressively. I should've chilled out," said Summers. "He came out of nowhere to pass me and slammed me, so I slammed him back and actually knocked him off the bike once. After that I really took off, trying to prove a point, I guess." That's when Summers made his last mistake.

"I made one more mistake, but unfortunately I was in fifth gear when it happened," said Summers of his wheel-crushing endo on the sixth lap. "I was in a section by the river where the whoops were getting deeper by the lap, but I felt like I was going faster each time through. I just goofed up and hit a square-edged hole in fifth gear. It crushed the front wheel on impact and also jammed my neck. I made it back to the pits and mechanic Fred Bramblett changed the wheel while I took some aspirin. I just couldn't go very fast after that."

Tom Norton, who was sporting a Kawasaki KX125 after three months riding a KX250, suffered a similar fall that cost him any chance of reaching the lead.

"I was going too slow on one of the steep downhill because I was following some guys," said Norton. "My front end planted on a rock, my feet came up, and over the bars I went. I just pushed myself away from the bike and hoped it wouldn't land on me."

Norton rebounded from this fall to finish a season-high fifth overall.

"I was 15 or 20 seconds behind Scott on the fifth lap, then I saw him on the ground in a rock section," said Andrews. "He got going right before I got to him, but I could see his front wheel out of whack. I passed him and figured that I had control of the race, but I had to stop for gas on next to last lap and Jan was right behind me. I got out ahead of him. I thought, 'be cool and calm and I'll be okay,' but five or six turns out of the pits I caught a tree root, got thrown into another tree, and that was it for me. I should've slowed down to go faster."

"After I passed Fred I had no problems until the last lap when I fell on the uphill," said the Yamaha/Athens, Lancaster, Ohio/Sport Cycles/Pro-Circuit/Scott/MSR/Bieffe, Boyesen/W.E.R./Metzeler/Pro-Taper/Tsubaki/Sprocket Specialists/Bel-Ray-backed Hrehor. "It took maybe 30 seconds to get going but I did not see anyone (catching me). I knew that I was 50 seconds ahead to start the last lap, so I was not so worried about falling on the hill. In the end my plan to wait and watch worked for me."

Hrehor and Andrews, each of whom have recorded one "DNF" in three GNCC rounds to date, moved into second- and third-place in the standings behind Summers. Suzuki's Rodney Smith, previously tied with Summers for the lead, did not attend the Maryland event. A rider's best eight of 13 finishes count towards the series championship title.

Craig Jones topped the 14-rider 200cc A class with room to spare. The 22-year-old Kawasaki rider held a lead of almost 10 minutes on longtime Eastern woods hero Stanley Lojak and climbed all the way into the seventh overall position as top non-Pro rider. Michael Burk gave the state of Pennsylvania a clean sweep of the top three 200cc A positions with his third-place efforts.

American Suzuki's Mark Hyde strapped his boots on for the 250cc A race and the 33-year-old former National Hare Scrambles champ landed the top finish in class. Hyde just barely edged fellow Suzuki pilot Blair Sharpless, from Canada, in the race of the day. The two swapped the lead countless times, with Hyde making the final pass on the last lap. Dwain Miller finished third.

Results

O/A: 1. Jan Hrehor (Yam); 2. Fred Andrews (Yam); 3. Duane Conner (Hus); 4. Scott Summers (Hon); 5. Thomas Norton (Kaw); 6. Doug Blackwell (Kaw); 7. Craig Jones (Kaw); 8. Mark Hyde (Suz); 9. Blair Sharpless (Suz); 10. Dwain Miller (Kaw); 11. Gary Roach (Hon); 12. Jeff Murgel (Kaw); 13. Stanley Lojak (Yam); 14. Tommy Harris (Yam); 15. Tim Shephard (Yam); 16. Brian Keegan (YZ); 17. Keith Rodgers (Kaw); 18. Darryl Kuenzer (Yam); 19. Rodney Judson (Hon); 20. Michael Burk (Kaw).

PRO O/A: 1. Jan Hrehor (Yam); 1. Fred Andrews (Yam); 2. Duane Conner (Hus); 3. Scott Summers (Hon); 4. Tom Norton (Hon); 5. Doug Blackwell (Kaw).

OPEN A: 1. Tommy Harris (Yam); 2. Shawn Brell (Yam); 3. John Vincent (Yam); 4. Carl Ennis (Yam); 5. Tim Doan (KTM).

250 A: 1. Mark Hyde (Suz); 2. Blair Sharpless (Suz); 3. Dwain Miller (Kaw); 4. Jeff Murgel (Kaw); 5. Brian Keegan (Yam).

200 A: 1. Craig Jones (Kaw); 2. Stanley Lojak (Yam); 3. Michael Burk (Kaw); 4. Robert Bennett (Kaw); 5. Anthony Glasso (Kaw).

4/STRK A: 1. Gary Roach (Hon); 2. Rodney Hudson (Hon); 3. Steven Holbert (Hon); 4. Don Bohn (KTM); 5. Tracy Warrington (Hon).

VET A: 1. Tim Shephard (Yam); 2. Darryl Kuenzer (Yam); 3. Richard Kresic (Yam); 4. Jon Sherry (Kaw); 5. Gallie Ward (Yam).

SEN A: 1. Terry Mealer (Yam); 2. Joseph Hull (Yam); 3. Philip Andrews (Yam); 4. Joseph Lojak (Yam); 5. Alan Brutto (Yam).

SP/SEN A: 1. Harry Greenlee (Yam)

OPEN B: 1. Richard Lukaesko (Yam); 2. Mike Ross (Hon); 3. Elmar Kruza (KTM); 4. Allen Nelson (Yam); 5. Robin Miller (Hon).

250 B: 1. Clint Bardonner (Yam); 2. Darius Lattea (Yam); 3. Brian Pepka (Kaw); 4. Jeffrey Hupp (Kaw); 5. James Stevenson (Hon).

200 B: 1. Kelvin Hull (Yam); 2. Robert Thompson (Kaw); 3. Paul Chaney (Kaw); 4. Robin Spacht (Kaw); 5. Ryan Kaintz (Yam).

4/STRK B: 1. Perry Peters (Hon); 2. Timothy Harnon (Hon); 3. Mark Martin (Hon); 4. Ralph Thorn (Hon); 5. Charles Dailey (Hon).

SR B: 1. Robert Cox (KTM); 2. Kurt Ostermann (Hus); 3. David Dehner (Yam);

VET B: 1. Jeff Lane (Yam); 2. Wes Ault (Yam); 3. Gregory Rzeplinski (Yam); 4. Paul Michels (ATK); 5. Fred Bashor (Suz).

125/200 C: 1. John Tate (Hon); 2. Scott Fontaine (Kaw); 3. Andrew Thorn (Yam); 4. Daniel Falger (Hon); 5. Guy Russell (Hon).

250 C: 1. Jason Ross (Yam); 2. John McDonald (Yam); 3. Theodore Zak (Yam); 4. Rodney Smith (Yam); 5. Norman Stout (Kaw).

TRAIL: 1. Kevin McGraw (Kaw); 2. Chris Brecht (Hon); 3. Boyd Warner (KTM).

AMA NATIONAL CHAMPIONSHIP CROSS COUNTRY SERIES POINT STANDINGS (After 4 of 8 rounds): 1. Scott Summers (51); 2. Jan Hrehor (40/3 wins); 3. Fred Andrews (39/1 win); 4. Rodney Smith (34); 5. Larry Roeseler (32); 6. Ty Davis (30); 7. Randy Hawkins (29); 8. Tom Norton (28); 9. Blair Sharpless (25); 10. (TIE) Scott Plessinger/Tim Shephard (23); 12. Gary Roach (20); 13. Duane Conner (18); 14. (TIE) Doug Blackwell/Jeff Russell/Scott Sheak (15); 17. (TIE) Steve Hatch/Aaron Hough/Craig Jones (14); 20. Mark Hyde (13).

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- March 27/28 THE CHALLENGER, Jacksonville, PA (412)726-5494
- March 27/28 BUDS CREEK MX PARK, Budd Creek, MD (301)475-2000
- April 10 TRAIL-WAYS, Hanover, PA (717)359-4310
- April 17/18 WHITE OAK MX PARK, Frederickburg, VA (703)281-0509
- April 24/25 STEEL CITY, Delmont, PA (304)694-1157
- May 8/9 MX ASSOCIATES, Mexico, NY (607)847-6520
- May 15/16 STARVATION POINT, Elizabeth, WV (412)929-6396
- May 22/23 COBLESKILL MX PARK, Cobleskill, NY (518)234-4024

NORTHEAST AMATEUR REGIONAL

- June 12/13 WALDEN PLAYBOYS, Newburgh, NY (914)635-9455
- NORTHEAST YOUTH REGIONAL
- June 26/27 PLEASURE VALLEY, Armagh, PA (814)539-4114

SOUTHEAST AREA QUALIFIERS

- March 28 MX OF MARION COUNTY, Reddick, FL (904)591-2050
- April 10/11 DEVIL'S RIDGE, Sanford, NC (919)776-2412
- April 17/18 VICTORY SPORTS, Bensenville, IL (615)323-6497
- April 24/25 ECHECONNEE MOTO-X CLUB, Macon, GA (912)745-3946
- May 15/16 DANIEL BOONE MX PARK, London, KY (606)877-1364
- June 5/6 TOP GUN MX, Iron Station, NC (704)732-8200

SOUTHEAST YOUTH REGIONAL

- June 19/20 ECHECONNEE MOTO-X CLUB, Macon, GA (912)745-3946
- SOUTHEAST AMATEUR REGIONAL
- June 26/27 HAMMERIN' HANK RACING, Society Hill, SC (803)378-4700

MIDEAST AREA QUALIFIERS

- April 3/4 READS RACING, N. Webster, IN (219)504-2649
- April 17/18 AMERICAN MOTOSPORTS, McArthur, OH (614)596-2057
- May 1/2 C.O.C.R., Sugar Grove, OH (614)963-5937
- May 8/9 MORELAND'S MX, Starion, MI (517)235-4105
- May 15/16 MIDWAY MX, Mitchell, IN (812)849-2402
- May 29/30 BALJA ACRES, Millington, MI (313)726-9450

MIDEAST YOUTH REGIONAL

- June 19/20 RED BUD TNT, Buchanan, MI (616)695-6405
- MIDEAST AMATEUR REGIONAL
- June 19/20 KNOBBY HILLS MX, Hortonville, IN (317)758-6200

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- April 17/18 WEST KY OUTDOOR MX, Lowes, KY (502)642-2345
- May 15/16 SLO-POKES M/C, Spring Grove, IL (815)675-2776

NORTH CENTRAL YOUTH REGIONAL

- June 12/13 AZTALAN CYCLE CLUB, Lake Mills, WI (414)478-2384
- NORTH CENTRAL AMATEUR REGIONAL
- June 26/27 MOTOCROSS PARENTS, Columbia, MO (314)474-2444

SOUTH CENTRAL AREA QUALIFIERS

- April 18 SWAN MX PARK, Tyler, TX (903)882-7791
- May 2 WOLF CREEK MX, Rio Vista, TX (817)373-2434

SOUTH CENTRAL AMATEUR/YOUTH REGIONAL

- June 26/27 WOLF CREEK MX, Rio Vista, TX (817)373-2434

NORTHWEST AREA QUALIFIERS

- April 17 WOODLAND, Woodland, WA (503)667-5701
- April 25 HUEHER MX PARK, Couer d'Alene, ID (208)667-7905
- May 16 CLARKS BRANCH, Roseburg, OR (503)673-1671

NORTHWEST AMATEUR/YOUTH REGIONAL

- May 30 WASHOUGAL MX, Washougal, WA (503)673-1671

SOUTHWEST AREA QUALIFIERS

- May 22 STARWEST MX PARK, Moreno Valley, CA (310)868-2728
- SOUTHWEST AMATEUR/YOUTH REGIONAL
- June 19 STARWEST MX PARK, Moreno Valley, CA (310)868-2728

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MOTOCROSS

World Championship 250cc MX Series: Round 4



Greg Albertyn padded his points lead by collecting his third overall win of the series.

Albertyn shines at Swiss GP

By Alex Hodgkinson

COMBREMONT LE PETIT, SWITZERLAND, APR. 18

Greg Albertyn, the 1992 125cc MX World Champion, scored an impressive victory in the Swiss GP on the natural hillside track on the edge of the village of Combremont-le-Petit in the Jura mountains of French-speaking Switzerland.

Before practice the 20-year-old South African was outspoken in his views of the demanding track. "I don't like it," said the Honda rider. "There are too many off-cambers." After registering his third overall win of the four-race young season, Albertyn was unrepentant, "I still don't like it, but I have to prove to my competitors that I'm the best."

Albertyn has now won on a variety of track conditions - the hard-packed track at the Italian GP, on the sand of Holland, and now the tacky grassland of Switzerland. His only defeat since moving to the 250cc class was in Spain where he lost out to the defending champ from America, Donny Schmit.

Yamaha-mounted Schmit had his second straight troubled GP. "I was a little sore after I got crashed out in the first turn of race one, but that's no excuse. I felt fatigued today. I was enjoying myself in practice yesterday and I think I just rode too much."

Schmit, who is third in the series points standings, 62 points behind the leader Albertyn, added, "Hey, it's a tough championship this year!"

The man who splits the 1992 title holders is Belgian Stefan Everts, now 46 points behind the championship pace-setters. The only three riders on the day who grabbed points from Albertyn were former champ Trampas Parker and follow American Bob Moore, and Belgian Marnicq Bervoets. Bervoets and Parker finished 1-2 in the first moto, Moore won the second, and Albertyn won the third moto.

The first moto started badly for Schmit. "Someone just came straight up the inside, didn't turn and wiped a whole lot of us out."

The pack was gone when Schmit

rejoined the race, and the best he could manage was 17th at the end of the 30-minute race. Less fortunate were Italian Michele Fanton and Swede Peter Johansson, whose bikes were too badly damaged for them to continue.

Albertyn, the fastest qualifier by a full second, despite a major get-off on Saturday, holeshot and was racing his Honda clear for a lap until he came to the first turn again on lap two.

"It was still a little slick from the pre-race watering and the front wheel went away," said Albertyn.

He quickly remounted but was down to fifth behind Parker, Moore, Bervoets and American Tallon Vohland. He got back up just before Everts arrived on the scene while being chased by another American, Billy Liles.

Parker, whose most recent GP win in Europe had been at the same track 12 months earlier, looked comfortable in front for 15 minutes on his KTM, but then his forearms pumped up and Bervoets took charge with four laps to go.

"I would've had him anyway," said Bervoets. "I could see that my lines were much better and I wanted to wait until the last few laps."

Moore had dropped off the leader-board on lap four when he fell on an uphill step and rejoined the race behind the Honda duo of Kurt Nicoll and Rob Herring, both advancing from bad starts.

Albertyn moved up quickly and had taken control of third place by the late stages and eventually gave up the chase on the leader Bervoets and Parker. Everts finished fourth and Liles fifth.

Moore led the entire way in the second moto, but little more than 10 seconds separated the first six riders at the checkered flag. Although they were close, there was very little passing. Everts had been the first to move with a pass on Schmit for second place after 18 minutes, while Bervoets could not repeat his earlier show after track-marker tape rendered his rear brake ineffective.



American Bob Moore won a moto and finished second overall.

The race sprang to life in the last eight minutes, as Albertyn went on the charge. "I was making lots of mistakes early in the race and dropped back to fifth," said Albertyn.

Four laps from the end, Albertyn moved past Parker and Schmit in rapid succession and set his sights on the leading Suzukis.

Still third entering the final lap, Albertyn was to cross the line in Moore's wheel tracks after a hard pass on Everts. "I took him out," said Albertyn. "It's not every race you get a chance to make a move like that on your closest rival in the points. I'm going to be champion and I want him to know it! One more lap and I'd have had Moore as well."

Liles had moved forward to ninth until a big downhill crash on the penultimate lap, that left him needing five stitches above his left eye. Vohland had been back to 20th from a second turn collision before he snapped off the rear brake pedal on tires that marked the track.

Albertyn simply ran away with the final moto from the word go and there was, again, little movement behind the leader.

Schmit had gone from fourth to second on the first long climb. "I was almost alongside Moore and Parker through the first two turns, and when I saw the chance I knew I had to go for it. I needed the points after those first two races."

Everts also moved through to third but threw it away midrace and had to fight off a spirited attack by Bervoets to salvage fifth. Moore was third to the flag but could never relax, as Parker chased hard.

Englishman, Kurt Nicoll, a former winner at this track, had a bad day. "I need to do some engine testing," said Nicoll. "It wasn't a problem on the slick tracks, but on a grippy track like this, I'm down on horsepower. I was 20th leaving turn one in the opening race, but I was lucky there was the pile-up, or I would've been 30th!"

After two charges through the pack, his final race came to an end halfway around the opening lap, when Liles landed on his back. "I was in the air and committed," said Liles. "I thought he would take a different line. It was either him or the ropes."

As a result, both riders failed to finish, with Nicoll being knocked out cold for several minutes before touring back to the pits.

Results

MOTO 1: 1. Marnicq Bervoets (Kaw); 2. Trampas Parker (KTM); 3. Greg Albertyn (Hon); 4. Stefan Everts

(Suz); 5. Billy Liles (Kaw); 6. Kurt Nicoll (Hon); 7. Rob Herring (Hon); 8. Tallon Vohland (Suz); 9. Bob Moore (Suz); 10. Werner De Wit (Suz).

MOTO 2: 1. Bobby Moore; 2. Greg Albertyn; 3. Stefan Everts; 4. Donny Schmit; 5. Trampas Parker; 6. Marnicq Bervoets; 7. Michele Fanton; 8. Gert-Jan Van Doorn (Hon); 9. Kurt Nicoll; 10. Peter Iven (Kaw).

MOTO 3: 1. Greg Albertyn; 2. Donny Schmit; 3. Bob Moore; 4. Trampas Parker; 5. Stefan Everts; 6. Marnicq Bervoets; 7. Rob Herring; 8. Tallon Vohland; 9. Werner De Wit; 10. Michele Fanton.

O/A: 1. Greg Albertyn (Hon); 2. Bob Moore (Yam); 3. Trampas Parker (Hon); 4. Marnicq Bervoets (Suz); 5. Stefan Everts (Suz); 6. Donny Schmit (Yam); 7. Rob Herring (Hon); 8. Kurt Nicoll (Hon); 9. Werner De Wit (Suz); 10. Tallon Vohland (Suz).

WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 4 of 15 rounds): 1. Greg Albertyn (209); 2. Stefan Everts (163); 3. Donny Schmit (147); 4. Trampas Parker (124); 5. Marnicq Bervoets (113); 6. Bob Moore (111); 7. Rob Herring (97); 8. Werner De Wit (82); 9. Kurt Nicoll (77); 10. Michele Fanton (65).

World Championship 125cc MX Series: Round 2

Strijbos explodes in Belgium

By Alex Hodgkinson

MON, BELGIUM, APR. 18

Dutch sand experts almost completely dominated racing at the Belgian GP, as Holland's neighboring country hosted its round of the series in the sandy Brule forest just outside the city of Mons. The 1986 champ from Holland, Dave Strijbos simply ran away with all three motos, winning by 36, 28 and 24 seconds, respectively.

Second place in the first moto and overall went to series points leader Pedro Tragter, who was followed by 17-year-old Frenchman Mikael Pichon, who pushed Tragter the whole way. Fourth went to Remy Van Rees, while Jacob Barth rounded out the top five. Other than Pichon, home country riders Dany Theybers and Jimmy Verburgh were the only other non-Dutchmen in the first 10. Theybers finished sixth and Verburgh 10th.

Dutch riders took the first seven places in race two, and Pichon went out on lap three. The runner-up was, again Tragter, followed by Van Rees. Fourth was Van den Berk and fifth Biesbers.

In the final race, the Frenchman Pichon followed five Dutchmen home, a freight train that was led by Strijbos. He was followed across the finish line by Van de Berk, Van Rees and Tragter, in that order.

The challenge of several other title hopefuls floundered in the sand.

German Peter Beirer was eliminated for the day halfway through race one, but France's Yves Demaria at least grabbed 14 consolation points from the later races after his early elimination in the opener.

Joakim Karlsson, the Swede who won the opening moto of the series in Italy, could only break into the top 10 in the third moto where he placed seventh.

No Americans are contesting the series, but non-European interest is maintained by New Zealanders Darryl Atkins and Shane King, who both qualified and posted 14-0-0 and 22-28-30 moto finishes, respectively.

Results

MOTO 1: 1. Dave Strijbos (Hon); 2. Pedro Tragter (Suz); 3. Mikael Pichon (Hon); 4. Remy Van Rees (Kaw); 5. Jacob Barth (Hon); 6. Danny Theybers (Suz); 7. John Van den Berk (Hon); 8. Leon Giesbers (Suz); 9. Jef Janssen (Suz); 10. Jimmy Verburgh (Suz); 11. Fredrik Werner (Hus).

MOTO 2: 1. Dave Strijbos; 2. Pedro Tragter; 3. Remy Van Rees; 4. John Van den Berk; 5. Leon Giesbers; 6. Jacob Barth; 7. Marcel Van Drunen (Suz); 8. Jonas Engdahl; 9. Christian Willmann (Kaw); 10. Yves Demaria (Suz).

MOTO 3: 1. Davey Strijbos; 2. John Van den Berk; 3. Remy Van Rees; 4. Pedro Tragter; 5. Leon Giesbers; 6. Mikael Pichon; 7. Joakim Karlsson (Suz); 8. Yves Demaria; 9. Danny Theybers; 10. Marcel Drunen.

O/A: 1. Dave Strijbos (Hon); 2. John Van den Berk (Hon); 3. Remy Van Rees (Kaw); 4. Pedro Tragter (Suz); 5. Leon Giesbers (Suz); 6. Mikael Pichon (Hon); 7. Danny Theybers (Suz); 8. Jacob Barth (Hon); 9. Marcel Van Drunen (Suz); 10. Jonas Engdahl (Suz).

WORLD CHAMPIONSHIP 125cc MX SERIES (After 2 of 12 rounds): 1. Pedro Tragter (77); 2. Dave Strijbos (75); 3. Mikael Pichon (55); 4. Remy Van Rees (52); 5. John Van den Berk (39); 6. Yves Demaria (31); 7. Leon Giesbers (31); 8. Joakim Karlsson (29); 9. Fredrik Werner (28); 10. Danny Theybers (24).

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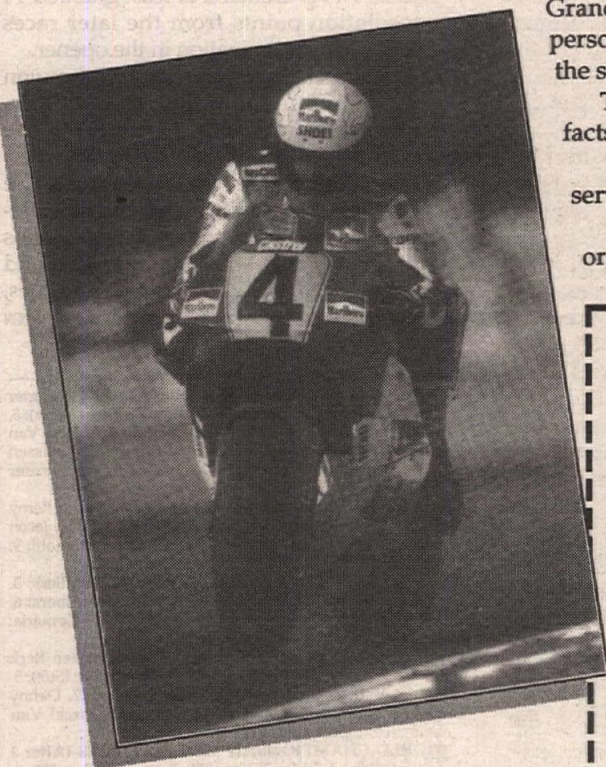
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EVENTS



Vann Gibson (22) led from start to finish in both +30 A class motos at Devil's Ridge.

Neese evil at Devil's Ridge MX

By Jim Rice
Photo By Stacy Thomas

SANFORD, N.C. APR. 10-11

Jim Neese won the 125 and 250cc A Modified classes at Devil's Ridge MX Park, where conditions on the first day were muddy after an inch and a half of rain the night before.

The first moto started with Bobby Stovale pulling the holeshot and leading the race ahead of Neese, Todd Bennick and Troy Brewer. Stovale tried to clear a long double and came up short, going down hard and knocking the wind out of him. Bennick pulled into the lead, with Neese and Brewer right on his tail. Bennick fell and Neese and Brewer powered past him. Bennick chased down Brewer in two laps and passed him in a set of doubles, but Neese had a good lead and scored the moto win.

In moto two, Bennick got the holeshot and held Neese off for half the race, while Stovale went down hard. Brewer passed him to pick up third. Neese rode to the 1-1 win. Bennick posted a 2-2 for second place, and Brewer was third.

The 125cc A Modified class was about the same, including crashes by Stovale. Neese again earned the overall win.

The Horton brothers, Richie and Robbie, collected wins in three different divisions. In the 125cc B class, Richie Horton put together 2-1 motos, while he used a perfect 1-1 tally to nab the overall in the 125cc (12-15) division.

In the 85cc (12-13) Stock class, Robbie Horton posted 1-1 finishes for the overall win, despite tough competition from Amber Hughes.

Results

SAT
51 STK: 1. Aaron Willis (Yam); 2. Jacob Furnace (Yam).
65 STK: 1. Nathan Weekley (Kaw); 2. Spencer Hill (Kaw); 3. Chris Willis (Kaw); 4. Lee Roberts (Kaw); 5. Brandon Privatte (Kaw).
85 (7-11) STK: 1. Travis Pastrana (Suz); 2. Jered Black (Suz); 3. Casey Barnes (Suz); 4. Nolan Weekley (Suz); 5. Jonathan Nirschi (Yam).
85 (12-13) STK: 1. Robbie Horton (Kaw); 2. Amber Hughes (Suz); 3. Eric Barnes (Suz).
85 (14-15) STK: 1. Casey Higgins (Kaw); 2. Nick Oldham (Yam).
125 A STK: 1. Kevin Mustain (Kaw).
125 B STK: 1. Richie Horton (Kaw); 2. Brandon Turlington (Hon); 3. Wesley Garman (Kaw); 4. Anthony Pocorobba (Hon); 5. Chad Newton (Suz).
125 C STK: 1. Sedney Welbain (Kaw); 2. Richard Cline (Suz); 3. Al Cromer III (Yam); 4. Trobert Lane (Yam); 5. John Horne (Hon).
125 (12-15) STK: 1. Richie Horton (Kaw); 2. Travis Dashiell (Kaw); 3. Robert Tolson (Kaw).
250 A STK: 1. David Sawyer (Hon); 2. Kevin Mustain (Kaw).
250 B STK: 1. Paige Hilliard (Yam); 2. Arthur Poole (Kaw); 3. Thomas Williams (Kaw).
250 C STK: 1. David Zangerle (Kaw); 2. Al Croner III (Yam); 3. Charles Flanagan, Jr. (Hon); 4. Whitney Williams (Yam); 5. Joel Smith (Kaw).
SUN
51: 1. Stephan Martin (Yam); 2. Aaron Willis (Yam).
65 (7-11): 1. Chris Willis (Kaw); 2. Brandon Privatte (Kaw); 3. William Bryant (Kaw); 4. Michael Willis III (Kaw); 5. Brandon Laugdon (Kaw).
85 MOD (7-11): 1. Robbie Horton (Kaw); 2. Travis Pastrana (Suz); 3. Casey Barnes (Suz); 4. Jered Black (Suz); 5. Cameron DuBose (Kaw).
85 SR MINI: 1. Robbie Horton (Kaw); 2. Casey Higgin (Kaw); 3. Zack Yonce (Kaw); 4. Eric Barnes (Suz); 5. Nick Odum (Yam).
125 SCLBY: 1. Richie Horton (Kaw); 2. Curtis Daniels (Hon); 3. David Price (Hon); 4. John Polakowski (Hon); 5. Robert Tolson (Suz).
125 A MOD: 1. Jim Neese (Kaw); 2. Todd Bennick (Suz); 3. Troy Brewer (Hon); 4. Bobby Stovale (Kaw); 5. Stan Fortune (Hon).
125 B MOD: 1. Anthony Pocorobba (Suz); 2. Brandon Turlington (Hon); 3. Mitchell Hodges (Kaw); 4. Chuck Shirley (Kaw); 5. Chad Nuaton (Suz).
125 C MOD: 1. Robert Lane (Yam); 2. Sidney Williams (Kaw); 3. Shane Fox (Hon); 4. Scott Beard (Suz); 5. Richie Cline.
250 A MOD: 1. Jim Neese (Kaw); 2. Todd Bennick (Suz); 3. Troy Brewer (Hon); 4. Bobby Stovale II (Kaw); 5. Kirk Johnson (Yam).

250 B MOD: 1. Anthony Pocorobba (Suz); 2. Wesley Garman (Kaw); 3. Brandon Turlington (Hon); 4. Michael Church (Hon); 5. Paige Hilliard.

250 C MOD: 1. Scott Turlington (Hon); 2. Charlie Smith (Hon); 3. John Mainboe (Kaw); 4. Mark Price (Suz); 5. Jeff Welkowski (Yam).

OPEN B: 1. Beecher Simmons (Hon); 2. Terry Baucom (Kaw); 3. Shane Queen (Hon).

+25: 1. Scott Shipley (Suz); 2. Thomas Williams (Kaw); 3. Joe Norder (Suz); 4. Sam Mitchiner (Kaw); 5. Michael Church (Hon).

+30 A: 1. Vann Gibson (Hon); 2. Scott Shipley (Suz); 3. Donnie Foster (Hon); 4. Joe Norder (Suz); 5. Danny Graham (Yam).

+30 B: 1. Dennis Hilton (Hon); 2. Stuart English (Hon); 3. Nicky Allen (Suz); 4. Jeff Hook (Suz); 5. Mike Taylor (Kaw).

+40: 1. Billy Privatte (Hon); 2. Bob Manner (Hon); 3. Ed Quads (Suz); 4. Kenneth Donald (Suz); 5. Daniel Morrison (Mail).
S/MINI: 1. Casey Higgins (Kaw); 2. Zack Yonce (Yam).

U/L: 1. Caven Woodworth (Kaw); 2. Scott Beard (Suz); 3. David Cranford (Suz); 4. Jacob Dombarsky (Suz).

Patterson pounds Dry Creek Hare Scrambles

By Paul Michels

CENTERVILLE, TX, APR. 4

Robert Patterson earned the overall win at the 12th round of the Mid-South Hare Scrambles Series, sponsored by Don Thava Factory Works and held at Dry Creek.

Shad Rickets led the pack into the woods on the six-mile course, but Patterson took over the lead during the first lap. The Team Green/Kawasaki of Nashville/Motorcycle Stuff/Scott USA/Sprocket Specialists/Tsubaki/Pro Circuit/N-Style/Heads Up Designs/Answer/Finish Line/Serge's Cycles Inc./Dunlop-backed Patterson rode consistently over the course to win the race by two minutes.

Kevin Brandon finished third, while Chris Caplinger and Scott Martin rounded out the top five.

Results

PRO: 1. R. Patterson (Kaw); 2. S. Rickets (Hus); 3. K. Brandon (Kaw); 4. C. Caplinger (ATK); 5. S. Martin (Kaw).
125 B: 1. S. Owen (Hon); 2. D. Phillips (Suz); 3. M. Stinson (Hon); 4. J. Smith (Kaw); 5. J. Scheidhauer (Kaw).
200 A: 1. B. Wesson (Kaw); 2. S. Gordon (Kaw); 3. G. Thurman (Yam).
200 B: 1. J. Castleman (Kaw); 2. J. Ramage (Kaw); 3. H. Robinson (Kaw); 4. C. Robinson (Kaw); 5. S. Lynch (Kaw).
250 A: 1. J. Moody (Suz); 2. T. Lee (Kaw); 3. D. Hammock (Kaw).
250 B: 1. K. Owen (Hon); 2. J. Parsons (Kaw); 3. P. Cochran (Kaw); 4. J. Swinford (Hon); 5. P. Buzzelli (Hon).
OPEN A: 1. J. Bailey (Hon); 2. M. Jennette (Hon); 3. T. Krag (Kaw); 4. T. Cooper (Kaw).
OPEN B: 1. J. Jennings (KTM); 2. S. Hinkle (KTM); 3. B. Bennett (Hon); 4. P. Freiburger (Hon).
VET A: 1. B. Brazier (Hon); 2. N. Ragget (Hon); 3. K. Arnold (Hon); 4. P. Michels (ATK); 5. G. Copeland (KTM).
VET B: 1. R. Miller (Yam); 2. D. Lamberth (Kaw); 3. B. Hall (Yam); 4. R. Roydon (Kaw); 5. R. Norton (Yam).
SR: 1. R. Hackett (Suz); 2. L. Still (Hon); 3. J. Dukes (Yam); 4. R. Pruett (Hon); 5. S. Riddle (Kaw).
S/SR: 1. E. Cox (Yam); 2. A. Bruce (KTM).
4-STK: 1. E. Taylor (Suz); 2. P. Barker (Hon); 3. R. Stephens (Hon); 4. R. Ellis (Hon); 5. G. Prince (Hon).
L/W TRAIL: 1. K. Puley (Kaw); 2. G. Belk (Kaw); 3. W. Hogue (Kaw); 4. S. Horton (Kaw); 5. T. Bumpus (Kaw).
H/W TRAIL: 1. R. King (Hon); 2. T. Crain (Kaw); 3. C. Hicks (KTM); 4. G. Ferguson (Suz); 5. M. Ruook (Kaw).
WMN: 1. S. Arnold (Hon).

Myers races to Marysville Motocross win

By Bret Eckert

MARYSVILLE, CA, APR. 11

Yoko-sponsored Mark Myers was unstoppable at the Polka Dots M.C.'s motocross at Maryville's E Street track. Myers scored the win in the combined 125/250cc A class ahead of Dan Turner and Stan Finney.



Riders enjoyed moist and dustless conditions at the Tecate Dual Sport ride.

Myers, riding a Kawasaki KX125, pulled the holeshot in both motos and held on to score the win each time out. Turner and Finney dueled for second place honors with Turner coming out on top of that battle.

Matt Kirar used consistency to score the overall victory in the highly competitive 250cc C class.

In the first moto, Mark Weldy nailed the holeshot ahead of Chuck Riedmoller and Kirar. Weldy went on to score the moto win, while Riedmoller finished second and Kirar third.

The tough course, however, took its toll on Weldy's mount, and he was unable to make the start for moto two. This left the race wide open with Sam Love taking advantage and scoring the moto win ahead of Kirar and Riedmoller. Kirar's 3-2 moto finishes out-did Riedmoller's 2-3 for the overall win.

Results

125/250 A: 1. Mark Myers (Kaw); 2. Dan Turner (Kaw); 3. Stan Finney (Hon).
A SR: 1. Terry Sage (Hon); 2. Larry Hartnet (Suz); 3. Al Posey (Kaw).
125 B: 1. Eric Ciddell (Kaw); 2. Rick Alves (Hon); 3. Shawn Glidden (Suz).
250 B: 1. Marcus Sabado (Suz); 2. David Meek (Hon); 3. Richard Quinones (Hon).
VET B: 1. Tony Shipman (Kaw); 2. George Webb (Suz); 3. Glen Pruitt (Kaw).
60 C: Kathy Pruitt (Kaw).
80 C: 1. Donovan Mitchell (Yam); 2. Justin Beullon (Kaw); 3. J.J. Cummings (Suz).
125 C: 1. Daniel Hodges (Kaw); 2. John Cipollia (Kaw); 3. David Lodermeier (Hon).
250 C: 1. Matt Kirar (Suz); 2. Chuck Riedmoller (Hon); 3. Bill Taylor (Kaw).
OPEN C: 1. Ron Dibusilio (Hon); 2. Cliff Bagot (Hon); 3. J.J. Cummings Sr. (Suz).
SR C: 1. Gary Reust (Hon); 2. Dave Meek Sr. (Hon); 3. Norm Armstrong (Hon).

Trails of Tecate tackled by Dual Sporters

By Dab Hunter

TECATE, B.C., MEXICO, APR. 3-4

Southern California's Team Dual Dogs Motorcycle Club and Baja Promotions of Tecate, Baja California, teamed up to promote the first-ever south-of-the-border dual sport ride.

The adventure began for the "Trails of Tecate" participants who attempted the "Not for RVs" shortcut to the Hacienda Santa Veronica starting point. The same water that has inundated Southern California also found its way to Baja.

About a mile off of Mexico Highway 2 the shortcut passed through a small pond. Most trucks, lacking pontoons, retraced their tire tracks to the highway and continued on to Colonia El Hongo and followed the "easy option" to Santa Veronica.

The first day's ride began with a short meeting in the ranch's restaurant. After a majority of the 45 riders raised their hands to the query, "Is this your first time riding in Baja?" Baja Promotions' Lou Peralta gave an "anything can happen in Baja" speech and the eager riders were sent into the cool clear morning.

Following a short dirt road warm-up, the trails got serious. Riders, watching for ribbon to supplement their roll charts, were dumped onto one of the many GP courses laid out on the ranch.

The next 10 miles consisted of tight trails, punctuated by whoops and bike-eating, world class washouts. Although treacherous for less-experienced riders, the washouts didn't claim any permanent victims and the course passed through Rancho Neji and a couple of tributaries of Rio de las Palmas on the way to the first hard option.

The site of the first hard split provided an incident that earned 17-year-old Chino Hills resident Jeff Wynn with one of the three awards given at dinner Saturday night.

Wynn was riding with his neighbors Jim and Jackie Nicholson and Jackie's brother, Mike Burgi. When Jackie took a wrong turn on her Honda XR200, Burgi set out to track her down. Just as Burgi, 30, of Lakewood, was getting back to the course, Wynn rode up the trail looking for him and the two Suzuki RM250 pilots met.

"I turned to go up and Mike was going down," Wynn said. "He hit sand and his front tire slid and he fell over. Before I could do anything I ran over him."

Wynn's trip over Burgi's shoulder merited him the "Charles Manson Award" for running down his friend.

Fortunately, Burgi was not seriously hurt.

The worst water section was on the hard split. While the earlier water crossings featured hard-packed sand, the difficult route took riders downstream into an innocent looking stretch that harbored quicksand.

Almost every four-stroke attempting this hazard became stuck in the axle-deep sand. It was time for teamwork and everyone participated in dragging each other out. At least one Kawasaki KLR650 required a basketball team's worth of people to extract it from its predicament.

Kelly Callan, 33, one of three women on the ride, toasted her Honda XL250's clutch in the river. Her husband, Don Williams, turned over his Honda XR250 to her, while he got towed to the sweep truck behind a Honda XR650L piloted by Damon Powell, who help lay out the trail.

For giving up his ride 20 miles into the 170 mile course, Williams was given the "Mr. Nice Guy Award."

"I wasn't really being Mr. Nice Guy or Mr. Henpecked," Williams said. "My wife and I have an agreement that, if there is a bike problem, she goes ahead on the working bike. We feel more comfortable having me alone, stuck out in the middle of nowhere, than her."

Shortly after the water debacle, the trail rejoined the easy-option riders on the dirt road they were taking to a lunch and gas stop in Ojos Negros, 25 miles east of Ensenada.

The next stretch was perhaps the favorite among the riders.

The only pavement portion of the weekend led the dual sporters onto a road heading into the scenic mountains of Parque Nacional Constitucion De 1857.

The same rains that had provided numerous washouts and mud on the roads through the National Park, also filled Laguna Hanson to its highest level in years. The pine trees were plentiful and Kawasakis were not the only green to be seen.

Bill Cortez, 54, had a different view of the pine trees than most riders. The mistake that gave him that perspective granted him "The Timex Award". Cortez, and his Honda XR600 took a licking but kept on ticking.

"I hit a mudhole doing about 25 or 30 miles per hour," Cortez said. "It was deep and a tree trunk was hidden in the bottom. The bike didn't move and neither did the tree trunk."

This ride was Cortez' first in 15 years.

"It was a good run. I was riding a little over my head after being off for a long time," Cortez said.

The trip down the mountain from the National Park to the El Condor gas stop was also strewn with mudholes that temporarily halted the progress of a few riders.

The home stretch bounced riders through the sagebrush back to the finish. The final section was tougher for the slower riders who battled against darkness before the gates of Santa Veronica were in sight.

Day two started an hour later than on Saturday, in recognition of Daylight Savings Time, and ran only 70 miles.

The participants took a different route through the GP courses, then continued west of the area ridden the previous day.

Just before the lunch stop, a hard split guided riders through a narrow portion of the Tecate 250K Enduro course. Tight turns, sand and water were the highlights of the five-mile detour.

Easy option riders came in on a dirt road blocked by a semitruck that got stuck up to its axles in mud that had since dried.

At Rancho El Compadre a delicious lunch, featuring handmade tortillas with meat and beans cooked over wood, was prepared. The last 35 miles back to Santa Veronica was fast, as some riders play raced and others cow-trailed their way in.

Hand hits Malvern MX

By Peggy Adamic

MALVERN, OH, APR. 4

Honda-mounted David Hand earned double moto wins in the Heavyweight A class when

Malvern Moto Sport Park played host to round one of the America Spring MX Series. A record crowd of 398 riders and nearly 600 spectators took part in the day's event.

In the opening moto, Honda-mounted Vince Karnow took the lead into turn one with Scott Hayes, Hand, Kirk Jeffries and Ty Myers trailing. Karnow held the lead as Myers motored his Kawasaki into fourth. Hayes and Hand remained on the rear wheel of Karnow until lap three when Hand motored around the two front-runners to take over the lead. Hand remained out front through the checkered flag. Hayes motored past Karnow on the last lap to take second.

Myers held fourth with Mike Katin trailing in fifth. Hayes took the lead to begin moto two ahead of Karnow, Hand, Katin and Phil Gauthier. Hayes held the lead, as Hand worked on passing Karnow and Myers began to move from his 12th place start toward the front of the pack. Hand motored into second to begin lap three and began to reel in Hayes, as Myers motored into fifth. Hayes and Hand ran tire to tire for two laps before Hand took over the lead. Hand took the checkered flag five seconds ahead of Hayes followed by Karnow, Katin and Myers.

John Shay was the double moto winner in the first round of the seven-race Vintage class series. The first running of this class drew 18 riders mounted on pre-1974 bikes including Honda, Suzuki, KTM, Penton and more. Shay took the lead off the line atop a Honda followed by Chuck Emery and Brian Sugaski. The 30-year old Shay took the wire to wire moto win with the CZ-mounted Chuck Emery in the runner-up spot throughout the four-lap moto. John Ziska motored into third on lap two with Dan Morgan and Sugaski dicing for fourth. Shay took the checkered flag with Emery, Ziska, Sugaski and Morgan in tow.

In the second outing, Shay, once again, scored a start-to-finish victory, while Sugaski, Ziska, Emery and Morgan followed Shay from the drop of the gate to the checkered flag.

Results

50: 1. Derick Espenschied (Yam); 2. Brent Maimone (MM); 3. Brandon Wagner (Yam); 4. Carl Schlacht (Yam); 5. Matt Simms (Yam)

60: 1. David Hill (Kaw); 2. Larry Rust (Kaw); 3. Gavin Gracyk (Kaw); 4. BJ Wagner (Kaw); 5. Micky Marshel (Kaw)

JR Mini: 1. David Hill (Kaw); 2. Larry Rust (Kaw); 3. Terry Szarka (Kaw); 4. Tyson Leggett (Kaw); 5. Gavin Gracyk (Kaw)

SR Mini: 1. Brock Sellards (Kaw); 2. Karl Scott (Yam); 3. Cory Hill (Kaw); 4. Levi Henninger (Kaw); 5. Eric Stevens (Hon)

Super Mini: 1. Brock Sellards (Kaw); 2. Karl Scott (Yam); 3. Levi Henninger (Kaw); 4. Sam Yannitelli (Kaw); 5. Cory Hill (Kaw)

SCHBY: 1. Brock Sellards (Kaw); 2. Jamie Martin (Hon); 3. Andy Moran (Hon); 4. Mark Simon (Kaw); 5. Rob Danch (Suz)

125 A: 1. Vince Karnow (Hon); 2. Mike Katin (Yam); 3. Rich Shearing (Hon); 4. Rick McGuire (Hon); 5. Bryan Bellinger (Suz)

125 B: 1. Brock Sellards (Kaw); 2. Bill Roberts (Kaw); 3. Skip Stone (Hon); 4. Ben Kohler (Hon); 5. Michael Dowd (Hon)

125 C D-E: 1. Andy Moran (Hon); 2. David Brammer (KTM); 3. Jason Pahanish (Hon); 4. Mike Smith (Suz); 5. Iain Gilchrist (KTM)

125 C D-2: 1. Brian Miley (Hon); 2. Chuck Wilkinson (Hon); 3. David Koutsoubos (Suz); 4. Rich Jubak (Hon); 5. Michael Kerns (Hon)

250 A: 1. David Hand (Hon); 2. Scott Hayes (Kaw); 3. Vince Karnow (Hon); 4. Mike Katin (Hon); 5. Ty Myers (Kaw)

250 B: 1. C.J. Klein (Kaw); 2. Ben Kohler (Kaw); 3. Frank Morris (Hon); 4. Allan Lotts (Yam); 5. Tony Marzano (Suz)

250 C D-E: 1. Matt Stevens (Hon); 2. Ryan Weaver (Kaw); 3. Jeff Barrackman (Yam); 4. Pat Thrall (Kaw); 5. Ray Collier (Suz)

250 C D-2: 1. Barry Coy (Hon); 2. Bill Rose (Hon); 3. Johnny Young (KTM); 4. Kevin Deyling (Hon); 5. Dan Morgan (KTM)

OPEN: 1. Skip Stone (Hon); 2. Johnny Young (KTM); 3. Dave Jones (Suz); 4. Bob Harrington (Yam); 5. Kevin Outland (Hon)

SR I: 1. Frank Morris (Hon); 2. Bill Rose (Hon); 3. Marc Baumann (Hon); 4. Mark Moore (Hon); 5. Kevin Outland (Hon)

SR II: 1. Dan Morgan (KTM); 2. Hal Dahringer (KTM); 3. Bob Hall (KTM); 4. Chuck Emery (Yam); 5. Tom Stevens (Hon)

S/SR: 1. Chuck Barracato (KTM); 2. Joe Otto (Hon); 3. Arlan Vines (KTM).

Wait wins Hills Ferry Short Track

By Mike Vancil

NEWMAN, CA, APR. 10

Matt Wait wasted little time jumping to the front of the pack and beating all the Pro-Am competitors to the checkered flag at the second week of AMA-sanctioned short track racing and Hills Ferry Speedway. Wait led from start to finish, while Ricky Smith and Ronnie Brown rounded out the top three.

Teddy Taylor, Kevin Bricker and Smith were in a shoulder-to-shoulder duel for second place, while Wait, on his Woods Rotax, set the blistering pace out in front. On the backstretch of lap one Bricker got by Taylor, and then Smith overtook both Taylor and Bricker through turn one on the second lap. From this point forward, it was a battle of wits, as both Wait and Smith had about the same horsepower. Smith, however, just could not get his Rotax into position to squeeze out Wait from the head of the pack.

Late in the race, a formidable charge was put together by Ron Brown on another Woods Rotax, but he could only get as high as third

when the checkered flag came out. The finish was a three-rider sweep for Woods Rotax machines ridden by Wait, Smith and Brown. Kevin Bricker held onto fourth on his Honda four-stroke.

In Open Expert action, a determined Ben Bostrom dove into the first turn and aced out Frank Sanchez and Wait. Close behind were Jake Zemke and Ricky Smith.

The battle lasted for three laps then the order was set till the checkers. Zemke got by Wait and Sanchez, while Smith latched onto his wake. Allan McClellan, riding a KTM, finished fourth.

Results

P/W 50 STK: 1. Jonathan Withrow (Yam); 2. Daniel Jenkins (Yam); 3. Duke Erickson (Suz).

P/W 50 MOD: 1. Jenna Ellis (Yam); 2. Frankie Hoot (Yam); 3. Stevie Hoot (Yam).

80 NOV: 1. Bryan Greer (Yam).

80 JR: 1. Tyson Silva (Yam).

80 EX: 1. Toby Jorgensen (Hon); 2. K.C. Rigmalden (Kaw).

PP: 1. Jamie Quan (W-R); 2. Vera Ober (Kaw).

VET EX: 1. Robert Grant (Hon); 2. Robert McDonnell (H-D).

250 NOV: 1. Levi German (Hon); 2. Davis Winter (C-A); 3. A.J. Kirkpatrick (Kaw); 4. Curtis Peebles (Hon).

250 JR: 1. James Pitchford (Yam); 2. Gary Miller (Yam).

OPEN NOV: 1. Larry Thurman (Yam); 2. Ron Ashcraft (Hon); 3. Steve Bonsey (Hon); 4. Mark Teterault (Yam); 5. Levi German (Hon).

OPEN JR: 1. Chris Fischer (W-R); 2. William Luker (Yam); 3. Jeff Gabbart (Kaw); 4. Paul Bergstrom (Bul); 5. Cicil Short, Jr. (W-R).

OPEN EX: 1. Ben Bostrom (W-R); 2. Jake Zemke (W-R); 3. Ricky Smith (W-R); 4. Frank Sanchez (W-R); 5. Richard Facciano (W-R).

PRO/AM NOV: 1. Eric Bostrom (W-R); 2. Justin Ownbey (Hon); 3. Allan McClellan (KTM); 4. Michelle DeSalvo (Yam).

PRO-AM EX: 1. Mathew Wait (W-R); 2. Ricky Smith (W-R); 3. Ronnie Brown (W-R); 4. Kevin Bricker (Hon); 5. Jimmy Higuera (W-R).

McCormick takes LACR MX

By Scott Hoffman

PALMDALE, CA, APRIL 11

The Easter Bunny must have been good to Brian McCormick, as he topped the 125cc Beginner class during California Racing Club's motocross held at Los Angeles County Raceway.

Holeshot king Mike Odom grabbed the early lead with Tony Green and Dennis Woodard right on his tail. Following the first lap, Odom was passed as Green flew by for the lead. Suffering from a poor start, McCormick began to make an assault on the leaders, picking off riders one by one. By lap four McCormick had worked his way up to the fourth spot, and proceeded to apply pressure to third-place rider Woodard. McCormick came within striking distance, but almost went down attempting the pass. McCormick finally made the pass, but time was running out as there was only two laps remaining.

Going into the last lap, the action started to heat up. Odom felt the heat first. Odom held second position the entire race, but McCormick's determination was too much for Odom to handle. McCormick made the pass and set his sights on the leading Green. McCormick reeled in the slowing Green, but time had run out to make the pass. At the finish, Green held on for the lead, with McCormick and Odom in the runner-up positions.

Between motos, McCormick must have found the golden egg because in the second moto he wasted no time getting past holeshot specialist Odom, and pulling away from the field. From that point on the race was for the second spot. After the first lap, Green found himself in the fourth spot following Woodard. By the second lap, Green made the pass for third and started to close the gap on second. Green started to knock on the door of Odom, but Odom wouldn't answer. The two riders began to pound each other, with neither willing to give an inch. The pressure finally got to Odom, and Green made a pass that stuck. At the finish McCormick cruised across the line for the win, Green and Odom following behind.

Other holiday action saw the Lindstrom brothers, Karl and Erik, put on a show during the 250cc Intermediate race. Karl won both motos, but not until his brother put up a fight. The two riders battled as if they were strangers; each and every lap they were at each other like dogs on meat. When the food was gone and the dust settled Karl came out on top with Erik following, Robbie Dunham rounded out the third spot.

Results

P/W A: 1. Sean Collier (Yam); 2. Bobby Langin (Yam); 3. Gerard Patin (Yam).

P/W B-1: 1. Anthony Barbacovi (Yam); 2. Blake Margheim (Yam); 3. Eric Hunter (Yam); 4. Drew Flum (Hl).

P/W B-2: 1. Yroy Tittlemier (Yam); 2. Brett Mountain (Yam); 3. Timmy McDaniel (Yam); 4. Billy Bloom (Yam).

P/W MOD: 1. Sean Collier (Yam); 2. Blake Mitchell (Yam); 3. Ricky West (Yam); 4. Chris Nihan.

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Blake Mitchell (Kaw); 3. Bobby Langin (Kaw); 4. Brandon Beckman (Kaw); 5. Gerard Patin (Kaw).

60 (9-11): 1. Christopher Tocco; 3. Jason Terry (Yam); 3. John Grover (Kaw).

80 BEG: 1. Bob Arens (Hon); 2. Christopher Tocco; 3. George DiLaMonte (Hon); 4. Jason Dubin; 5. Jeff Peavler (Yam).

80 NOV: 1. Clint Shepard (Suz); 2. George Andrew (Yam); 3. Tyson Taylor (Yam); 4. Larry Venema (Kaw); 5. Michael Rowland (Hon).



Randy Mays (3) and Dustin Floyd (47) chased Ed O'Brien Jr. (73) at Birch Creek.

Scotty Walker (1) holeshot ahead of Jeff Barbacovi (3) and Bryan Roberts (4) at LACR.



80 INT: 1. Chris Neitzel (Kaw).

125 BEG: 1. Brian McCormick (Kaw); 2. Tony Green (Kaw); 3. Mike Odom (Hon); 4. Dennis Woodard (Kaw); 5. Adrian Leon (Suz).

125 NOV: 1. Keen Reed (Kaw); 2. Scott Reed Jr. (Kaw); 3. Shawn Damage (Suz); 4. Danny Woodard (Kaw); 5. Josh Jenkins (Yam).

125 INT: 1. Nick Mairose (Suz).

250 BEG: 1. Tom Hendricks (Yam); 2. Rick Bouman (Hon); 3. Andy Payne (Kaw); 4. Rodney Osman (Suz).

250 INT: 1. Karl Lindstrom (Hon); 2. Erik Lindstrom (Hon); 3. Robby Dunham (Yam); 4. Jason Trubey (Kaw).

500 NOV: 1. Dal Trubey (Kaw); 2. Charlie Strong (Kaw).

JR VET BEG: 1. Rick Jacobson (Hon); 2. Tom Fick (Hon); 3. John Stich (Kaw); 4. Tim Dougherty (Hon).

JR VET INT: 1. Jeff Hall (Suz); 2. Scott Murphy (Hus).

JR VET EX: 1. Scotty Walker (Hon); 2. Jeff Barbacovi (Yam).

VET BEG: 1. Robert Schneider (Yam); 2. Jim Dell (Hon); 3. Ross Hoecker (Yam); 4. Jon Hall (Suz); 5. David Dubin (Suz).

VET NOV: 1. Steve Schrobsdorf (Yam); 2. Ron Wade (Kaw); 3. Leo Saul (Cag); 4. Alex Spinnelli (Yam); 5. Ron Northup (Suz).

VET INT: 1. Rodney Morrison (Suz); 2. Charlie Strong (Kaw).

VET EX: 1. Scotty Walker (Hon).

SR BEG: 1. Larry Kiesel (Hon); 2. Phil Hendricks (Yam); 3. Bill Weltman (Hon).

SR NOV: 1. Dal Trubey (Kaw).

SR INT: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam).

Eastwood captures Birch Creek Motocross gold

By Jay and Sharon Hauser

DANVILLE, VA, APR. 18

Mike Eastwood took top honors at the grand opening of the new Birch Creek MX track, and Eastwood did it in grand style by winning four motos for both the 125 and 250cc A class victories.

Eastwood had to do battle with William Wakefield to take the overall in the 250cc class, and had to fend off Ian Fortune in the 125cc class.

Dwight Fraizer found the new track to his liking and took three out of four moto, resulting in class wins in the Senior 25+ and 30+ divisions.

Danny Mathis timed the gate perfectly at the start of the first Vet 25+ moto and led the pack down the long start straight to turn one with Brian Graham and Sandy Fulk sliding into the top three slots. Mathis pulled out a good lead and looked to be on his way to a moto win till Fraizer turned it up and moved into second. Fraizer chopped on Mathis's lead for another lap before he could put a move on Mathis.

The two went handlebar to handlebar for more than a lap when Fraizer made a pass stick and started to move out. By the end of the moto, Fraizer had a healthy lead over Mathis.

Sam Mitchiner, who finished third in the first moto, grabbed the holeshot in the second moto, while Mathis, Graham and Shannon McGlamery chased. Fraizer again was just outside of the top five.

The top three battled each other for the first

few laps until Graham jumped out front, while Fraizer displaced McGlamery and went after Graham. Fraizer worked his way past Mitchiner and Mathis and was soon knocking on Graham's backdoor. Graham matched Fraizer's every move and won the moto by a wheel length. Mathis held onto third over Mitchiner and Korutas.

The Vet 30+ class turned out to be the largest class of the day and also provided some of the best race action. The battles were again among Fraizer, Mathis and Graham, as well as Donnie Foster and Rick Catuccio. Both motos saw the top three riders change positions for the lead several times. Fraizer ended up scoring the win in both motos and Mathis was awarded second place for the day. Graham accepted third overall with Foster taking fourth ahead of Catuccio.

Results

50: 1. Dean Dux (Yam).

65: 1. Brian Clienbans (Kaw).

85 (12-15): 1. Mike Brown; 2. Steve Wells; 4. Jeff Day; 5. Chris McCain.

SCHLBY: 1. Chris Annstead (Suz); 2. Nathan Evens (Suz).

125 A: 1. Mike Eastwood (Suz); 2. William Wakefield (Hon); 3. Ian Fortune (Hon); 4. Donnie Foster (Hon).

250 B: 1. Randy Womack (Yam); 2. Ricky Joyce (Suz); 3. Sam Mitchiner (Hon); 4. Tim Terrell (Hon).

250 C: 1. Chuck Cooper (Suz); 2. Jeff Hooks (Suz); 3. Ed O'Brien (Hon); 4. Joe Cheving (Hon); 5. Kevin Rothrock (Hon).

16-24 U/L OPEN: 1. Randy Womack (Yam); 2. Christopher MORGAN (Hon); 3. James Schaubach (Suz); 4. Joe Cheving (Hon); 5. John Sharpe (Hon).

25+: 1. Dwight Fraizer (Kaw); 2. Danny Mathis (Hon); 3. Brian Graham (Hon); 4. Sam Mitchiner (Hon); 5. Alan Korutas (Hon).

30+: 1. Dwight Fraizer (Kaw); 2. Danny Mathis (Hon); 3. Brian Graham (Hon); 4. Donnie Foster (Hon); 5. Rick Catuccio (Hon).

40+: 1. Ken Jordan (Hon).

OPEN B: 1. Paul Blackwelder (Hon); 2. Trey Woody (Hon).

TR: 1. Mark Reinbold; 2. Billy Wyatt; 3. Bridget Bost; 4. Robert Talbott; 5. Jamie Tinger.

Kapitan on top at Powerline Motocross

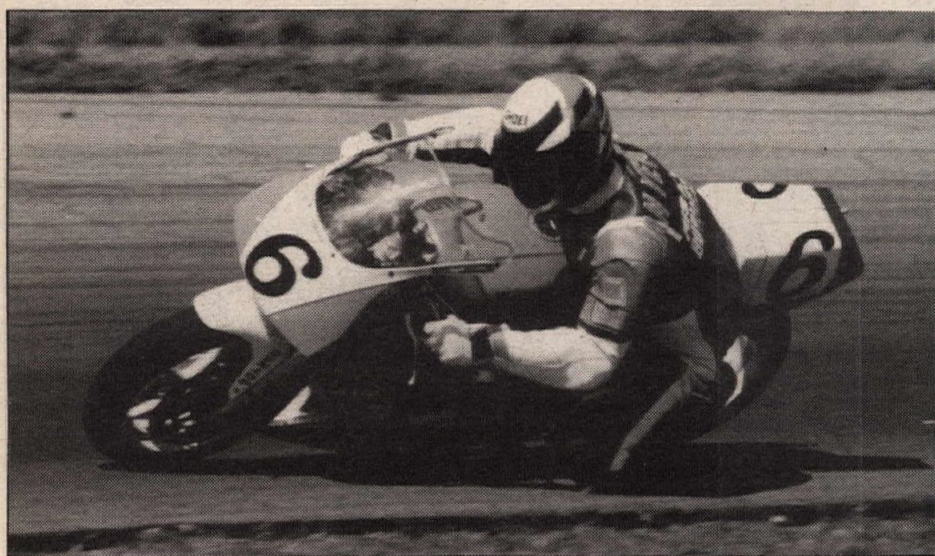
By Paula Brown

NEW EGYPT, N.J., APR. 18

Jim Kapitan scored the overall win in the 250. Expert class at Powerline Park, despite strong opposition by Mickey Kessler and Jerry Seip.

Kessler sped out of the gate in the first moto and quickly built up a commanding lead over Seip and Michael Peat. Kapitan soon passed Peat and then spent the next six laps looking for an opportunity to get around Seip. Seconds before

EVENTS



Jim Van Vegten scored the win in the Formula One class at Willow Springs Raceway.

the checkered flag, Kapitan had closed in on Seip but bobbled just before the finish line table top jump, costing him second place. Seip secured the second-place position, while Kessler posted the moto win.

Marc Tiesler nailed the holeshot in the second moto ahead of Kessler, who soon went down. Seip stepped in with Kapitan several seconds behind him. Kapitan got around Seip on lap four then set out to put pressure on the first-place rider, Tiesler. After two laps, Kapitan got his opportunity and passed Tiesler in the first turn. Kapitan held on to score the moto win and overall. Seip ended up finishing second and Tiesler third.

Peat, who ended up fifth overall in the 250cc Expert class, came back and won the 125cc Expert class, beating McIlvaine and Jay Lynch by a narrow margin.

McIlvaine held Peat back to second place in the first 125cc Expert moto. He did so by passing Peat just before the two-lap board.

McIlvaine came on strong in the final moto, dominating the first seven laps. But Peat kept pace in second with Lynch on his rear fender. McIlvaine, Peat and Lynch held their positions until Lynch crashed while trying to pass Peat on a triple. Seconds later, McIlvaine vanished in the back section of the track. Peat stayed afloat to take the moto win and the overall victory. McIlvaine posted second and third for second overall.

Results

80 (10-11): 1. Chris Hunter (Hon); 2. Carl Anderson (Yam); 3. Greg Lurch (Kaw); 4. Michael Davis (Kaw); 5. Brian Woerner (Kaw).

80 (12-13): 1. Jason Harper (Yam); 2. Robert Wood (Yam); 3. Ryan Lurch (Hon); 4. Edward Hyman (Suz); 5. Lawrence Monbeldardi.

(80 (14-15): 1. John Schneider (Hon); 2. Nicholas Bevilague; 3. Marc Drabkoski (Suz); 4. Allan Duigon (Hon); 5. Jeff Scagnelli (Suz).

SCHLBY: 1. James Morgan; 2. Jeff Dunlap.

CLGBY: 1. Chad Smith (Hon); 2. Jay Irwin (Yam); 3. Rich Schmidt (Suz); 4. Rob Toth (Hon); 5. Shawn Ulikowski.

125 NOV A: 1. Chris Sorrego (Kaw); 2. David Seoley (Hon); 3. David Thomas; 4. Louis Scagnelli (Kaw); 5. Sidney Dossantos (Hon).

125 NOV B: 1. David Born (Hon); 2. Kenny Sadlowski (Kaw); 3. Fred Syverston; 4. James Morgan (Suz); 5. Robert Ruth (Hon).

125 AM: 1. Jay Irwin (Yam); 2. Ralph Delanzo (Hon); 3. Don Diddle (Suz); 4. Bob Toth (Hon); 5. Eric Swartwood (Hon).

125 EX: 1. Mike Peat; 2. Jim McIlvaine; 3. Jay Lynch; 4. Ed Bao; 5. Dave Thierry.

250 NOV: 1. Dan Ruggiero (Kaw); 2. Bill Jensen (Yam); 3. Jason Atkinson (Kaw); 4. Rick Butera (Yam); 5. Chris Krusen (Yam).

250 AM: 1. Ralph Delanzo (Hon); 2. Chad Smith (Hon); 3. Rich Schmidt (Suz); 4. Larry Petrolongio (Yam); 5. Shawn Ulikowski.

250 EX: 1. James Kapitan; 2. Jerry Seip; 3. Marc Tiesler; 4. James Cusson; 5. Mike Peat.

OPEN AM: 1. Spencer Smith (Kaw); 2. Mike Lewis (Hon); 3. Mark Cooper (Kaw); 4. Brian Smith (Hon); 5. James Falconero.

OPEN EX: 1. James Cusson; 2. Sam Thurston; 3. Rob Burfield; 4. Bob Walton.

254 AM: 1. Mike Sclaro; 2. Chris Penderville (Suz); 3. Rob White (Yam); 4. Jerry Comine (Kaw); 5. Joe Martin (Hon).

254 EX: 1. Jay Lynch; 2. Marc Tiesler; 3. James Kapitan; 4. James McIlvaine; 5. Rich Jarcia.

SR AM: 1. Glenn Scherer (Yam); 2. Louis Verderose (Hon); 3. Yury Alpert (Kaw); 4. Scott Edstein (Hon); 5. James Falconero (Hon).

SR EX: 1. Jerry Seip; 2. Mickey Kessler; 3. Rich Carrión; 4. Ed Szulecki; 5. Joe Lurch.

S/SR: 1. Bob McCann (Hon); 2. Charles Hughes (Suz); 3. John Miner (Hon); 4. James Haddon; 5. Bob Cusson.

Van Vegten masters Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, APR. 17-18

Jim Van Vegten fought back a number of tough challenges to earn his first Toyota/Dunlop/Del Amo Motors/Budweiser Formula One victory at the fourth round of Willow Springs Motorcycle Club racing series at Willow Springs International Raceway.

Bruce Tebo grabbed the lead off the line on

his Gary McDonald Racing Services-sponsored Suzuki GSXR1100 followed by Van Vegten and Christensen. However, Paul Harrell burst through the top three and by turn four had put himself into the lead. That came to an abrupt halt several turns later when Harrell went down as he exited turn five, leaving his motorcycle on the track. The result was a red flag stop to the race and a subsequent 12 lap restart.

On the restart, it was Van Vegten with the lead on his Risky Business Racing-sponsored Yamaha FZR1000 followed by Tebo and Christensen. Those top three positions held until the halfway point when Tebo suddenly began to close the gap on Van Vegten, while Joe Brett Williams began to challenge Christensen for third place.

As lap eight got underway, Williams, riding a Red Line Oil-sponsored Honda RC30, made his move past Christensen on the front straight to put himself into third. Meanwhile, Tebo continued to close on Van Vegten. On lap nine, Tebo moved around Van Vegten in turn four to take over the lead. But Van Vegten was not ready to relinquish the lead easily and continued to dice with Tebo for the remainder of the race.

A short time later, the leaders came up on lapped traffic and Van Vegten was able to use that to his advantage and retook the lead. Despite Tebo's best efforts, he was unable to get past Van Vegten during the final laps. At the finish, it was Van Vegten with the win with Tebo finishing second and Williams taking third.

The smallest field of the year started the Maxima Racing Oil Formula Two race as many of the regular competitors were away at the AMA National at Laguna Seca. Andy Milton got an excellent start on his F & L Fuels-sponsored Honda CBR600F2, giving him the initial race lead. At the same time, a hot battle got underway for second between Tim Tillman and Willie Burr.

At the completion of the first lap, Milton held the lead, while Tillman and Burr continued to dice for second. Emerging in fourth at this point was Michael Montoya on his Maxima Racing Oil-sponsored Yamaha TZ250.

During the course of lap two, the leaders began to bunch together, with Milton losing his slight gap over the second place competitors. With the start of lap three, Tillman drafted Milton down the front straight, then succeeded in moving around inside of him going through turn one.

Milton quickly found himself demoted to third after being passed by Burr, riding his Long Beach Vance & Hines-sponsored Yamaha TZ250. As Tillman and Burr continued to dice for the lead, Montoya suddenly put on a burst of speed and moved past Milton.

Montoya continued his advance and was soon all over the tail of Tillman in second. He moved quickly past Tillman and set his sights on the leader Burr. As the front-runners reached the race halfway point, Montoya made his move to pass Burr by drafting on the front straight and attempting to pass in turn one. Burr shut him out on that try, but Montoya kept the heat on.

A lap later, Montoya finally moved past Burr in turn four and despite some continued challenges from Burr, held on to take the race win leaving Burr with second and Milton in third.

Results

50 NOV: 1. Maurice Marascio (Kaw); 2. Robert Perkins (Yam); 3. Wesley Totsubo (Hon); 4. Ehud Hazari (Yam); 5. Karl Goldshmidt (Hon).

650 S/BK: 1. J. Andrew Milton (Hon); 2. Ritchie Thorp (Suz); 3. Bruce Tebo (Suz); 4. Jeffery Barton (Yam); 5. Robbie Dowie (Hon).

OPEN S/BK: 1. Jim Van Vegten (Yam); 2. Bruce Tebo (Suz); 3. Joe Brett Williams; 4. Peter Christensen (Suz); 5. Jeff Hagan.

750 S/BK: 1. Paolo Zeppa (Suz); 2. Richard Munn (Suz); 3. Kenny Kopecky (Suz); 4. Brian Sasaki (Kaw); 5. Don Lemelin (Kaw).



Shawn Morga (153) and Travis Hodges (357) battled at Moriarty MX Park.

BOTT H/W: 1. Eron Flory; 2. Mick Ofield (Duc).
BOTT L/W: 1. Earl Roloff (Kaw); 2. Dave Koskinen (Yam); 3. Jerry Jirkovsky (Kaw); 4. Darren Fulce (Yam); 5. Richard Munn (Suz).

OPEN MOD PROD: 1. Bruce Tebo (Suz); 2. Jim Van Vegten (Yam); 3. Richard Munn (Suz); 4. Steve Moreno (Suz); 5. Orlando Pablo (Suz).

750 S/STK: 1. Walt Dorsch (Suz); 2. Oscar Ortiz (Suz); 3. Brian Sasaki (Kaw); 4. David Claborn (Suz); 5. Rand Tripp (Suz).

500 S/STK: 1. Daniel Equihua (Yam); 2. Brian Garbellini (Yam); 3. Joji Tokumoto (Yam); 4. Guy Celestre (Yam); 5. MMike Smith.

BOTT VINT: 1. Bill Fennessy (Yam).

F-5 GP: 1. Rogers Christopher (Hon); 2. Lee Parks; 3. Joji Tokumoto (Yam); 4. Billy Abadalu (Hon); 5. Davy Widjaja (Hon).

500 SGL: 1. Kevin Johnson (Yam); 2. Patrick Russell (Yam); 3. Archie Slaven (Yam); 4. Scott Fabbro (Hon); 5. Kevie Dowhower (Yam).

600 SGL: 1. Kirk Thompson (Yam); 2. Erwin Rainak (Yam); 3. Franz Volpi (Yam); 4. Andy Seidlinger (Yam); 5. Steve Hill (Yam).

600 MOD PROD: 1. J. Andrew Milton (Hon); 2. Tim Tillman (Hon); 3. Bruce Tebo (Suz); 4. Ritchie Thorp (Suz); 5. Walt Dorsch (Suz).

500 MOD PROD: 1. Daniel Equihua (Yam); 2. Brian Garbellini (Yam); 3. Richard Munn (Suz); 4. Joji Tokumoto (Yam); 5. Ross Wells (Yam).

F SGL: 1. Kirk Thompson (Yam); 2. Patrick Russell (Yam); 3. Jody Hendley (Yam); 4. Archie Slaven (Yam); 5. Franz Volpi (Yam).

F-2 GP: 1. Mike Montoya (Yam); 2. Willie Burr (Yam); 3. J. Andrew Milton (Hon); 4. Tim Tillman (Hon); 5. Mark McDonald (Yam).

600 S/STK GP: 1. J. Andrew Milton (Hon); 2. Bruce Tebo (Suz); 3. Ritchie Thorp (Suz); 4. Willie Burr (Yam); 5. Tim Tillman (Hon).

U/L F-1 GP: 1. Jim Van Vegten (Yam); 2. Bruce Tebo (Suz); 3. Joe Brett Williams; 4. Peter Christensen (Suz); 5. Ken Reynolds (Suz).

SDCAR: 1. Rick Murray/Heather Belletto (Kaw); 2. Kenneth MacNeill (Kaw).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Richard Munn (Suz); 3. Orlando Pablo (Suz); 4. Mark Perry (Hon); 5. Brok McAllister (Hon).

750 MOD PROD: 1. Brian Sasaki (Kaw); 2. Rob Fletcher (Suz); 3. Walt Dorsch (Suz); 4. David Claborn (Suz); 5. Michael Fickinger (Suz).

550 S/BK: 1. Dave Koskinen (Yam); 2. Frank Aragaki (Yam); 3. Brian Garbellini (Yam); 4. Daniel Equihua (Yam); 5. Mike Smith.

F-40: 1. Jeffery Carter (Yam); 2. David Molitor (Yam); 3. Joji Tokumoto (Yam); 4. Klaus (Kaw); 5. Tony Albright (Hon).

650 NOV: 1. John Vannus (Yam); 2. Ken McBride (Yam); 3. Cory Ward (Yam); 4. Jeff Cardarelli (Yam); 5. Kevin Kenniston (Yam).

OPEN NOV: 1. John Hilton (Hon); 2. Dana Owen (Hon); 3. Derek McKesson (Suz); 4. Maurice Marascio (Kaw); 5. Kirt Guarino (Suz).

Hodges howls at Moriarty MX

By Christopher E. Johnson

MORIARTY, NM, APR. 4

Supercross competitors Travis Hodges and Shawn Morga returned to Moriarty Motocross Park for the second event of the New Mexico Motocross Club's 1993 season, and Hodges took overall honors in both the 125 and 250cc A classes.

In the first 125cc moto Hodges and Morga, both Team Green supported, traded the lead until Morga slid the rear tire in a hairpin turn, allowing Hodges to slip away for the win.

The duo returned in the second moto, swapping first and second for four laps. Hodges used an outside-inside line following the biggest jump on the track, getting a good drive out of the infield hairpin where Morga had slid earlier. Morga came back on the perimeter of the track, showing good technique through the stadium whoop section.

When the pair caught up to slower riders Hodges bulldogged his way through the inside of an uphill turn, while Morga had to take the outside line. One of the lappers paid the price with a tumble, and Hodges seized the opportunity to break away from Morga for the win and the overall.

In the first 250cc A moto Hodges led most of the way until a bobble in the short whoop section allowed Morga through for the win. Hodges finished second, with local ace Zip Macrae third.

Hodges holeshot the second moto while Morga got a bad start and had to pick his way through the combined field of 250cc and 30+ Experts. Macrae relinquished second place to

Morga in the Gravity Cavity section on the rim of the track. Morga couldn't catch Hodges to prevent his overall win.

Supermini and 80cc A class racers Ryan Clark, Justin Buckelew and Isaiah Johnson put on an equally good show in their races. In the first 80cc moto, which was restarted after a red flag, North County Yamaha's Buckelew got out in front while Clark had to fight through the pack. On the last lap Team Green rider Clark caught Justin in the short whoops and held the lead to the flag.

The second moto started without a hitch, with Clark in the lead, followed by Buckelew and Johnson. Then Clark lost the front end in a tight off-camber turn. Remounting in second place, he set out after Buckelew, but ran out of time. Buckelew took the win and the overall.

The same combatants met in the Supermini 108cc class, with Ryan using good inside moves through the infield S-turns to move from third to first in the first moto, while YZ rider Buckelew came through the pack into second place, with Johnson holding third.

Suzuki-mounted Johnson got a great start in the second moto with Clark following closely. Ryan used the same S-turn to execute a clean block-pass, commencing a four-lap battle that was the best of the day. KX rider Clark finally passed Johnson in the short whoop section and stretched his lead enough to take first and the overall. Johnson finished second, while Buckelew took third.

In the Open A class, Dave Kopels made early bids in both motos to beat David Fay. Moto one saw Kopels try a block-pass in the infamous hairpin, putting both riders on the ground. Fay got his Honda up to speed quicker and captured the checkers.

In moto two Kopels stalled after leading and was not able to challenge Fay for the overall. Honda rider Bear Hensley took first in both 30+ A motos for the overall. PeeWee Stock and Modified champ Curtis Samberson held off Jonathan Gollins and Austin Ginn for his trophies.

Results

P/W MOD: 1. Curtis Samberson; 2. Jonathan Gollins.
50 STK A: 1. Curtis Samberson; 2. Austin Ginn; 3. Jonathan Gollins.

50 STK B: 1. Jeffrey Clark; 2. Sam Witt; 3. Jeremiah Priest.
60 A: 1. Ivan Tedesco; 2. Kevin Johnson; 3. Aaron Johnson.
60 B: 1. Steven Bennett; 2. Steven Guinn; 3. Richard Samberson.

80 A: 1. Justin Buckelew; 2. Ryan Clark; 3. Isaiah Johnson.
80 B: 1. Kevin Johnson; 2. Levi Ballog; 3. Aaron Johnson.
80 C: 1. Jerry Hicks; 2. Isaac Medina; 3. Gordon Nelson.

SPR MNI: 1. Ryan Clark; 2. Isaiah Johnson; 3. Justin Buckelew.
125 A: 1. Travis Hodges; 2. Shawn Morga; 3. Scott Williams.
125 B: 1. Adam Land; 2. Sam Morgan; 3. Kajo Leeds.
125 C: 1. Keith Johnson; 2. Adam Montoya; 3. Charles Mashburn.

125: 1. Jerrett Guillery; 2. David Sievers; 3. Kim Pravda.
250 A: 1. Travis Hodges; 2. Shawn Morga; 3. Zip Macrae.
250 B: 1. Sam Morgan; 2. Derek Van Wart; 3. Eric Breiden.
250 C: 1. Marc Hjar; 2. Tim Morelock; 3. Lee Sanchez.
250 L: 1. Ryan Knoche; 2. Matt Ede; 3. David Tolzman.

OPEN A: 1. David Fay; 2. Dave Kopels; 3. Mark Dickerhoof.
OPEN B: 1. Steve Basin; 2. Bob Villandry.
OPEN C: 1. Joe Kirmer; 2. Mark Smith; 3. Kim Pravda.
30+ A: 1. Bear Hensley; 2. Derek Van Wart; 3. Randy Wysoki.
30+ B: 1. Bob Villandry; 2. M. Graham; 3. B. Swanson.

Caplinger captures Show-Me Hare Scrambles Win

By Arlene Hejlek

STEEDMAN, MO, APR. 18

Chris Caplinger scored the overall win at the second round of the Missouri Hare Scrambles Championship Series by topping the 214-rider field at a challenging event hosted by the Show-Me Motorsports Club.

Luckily, flooding of the Missouri River receded a couple of days before the race, but there was still plenty of mud to contend with. Caplinger had his ATK out front at the start of the two-hour event, but dropped back to seventh position as he took the long way up a big hill near the beginning of the eight-mile course. Caplinger didn't realize so many riders were ahead of him until the end of the first lap, when his pit crew signaled his position. Donelson Cycles/MRM Racing/Sprocket Specialists/Kal Gard/Bell/NGK/ATK/Met Life-sponsored Caplinger turned on the gas and began picking off riders. At the start of the fifth and final lap, he passed the leader, Husaberg-mounted Jerry Hemann, on the same big hill where he lost time at the beginning of the race. Once out front, Caplinger charged to the finish a minute and a half ahead of second-place Leigh Letellier.

Letellier was in the lead for the first few laps, with Hemann on his tail. When Caplinger got hung up on the big hill on the third lap, several riders got by, but he worked his way up to fourth position by the fourth lap. Caplinger passed Steve Leivan when Leivan got stuck in a rut. In a last-ditch effort, a half-mile from the finish, Letellier passed Hemann with a spectacular jump, launching his KTM off a ledge at full throttle to claim the second position, demoting Hemann to third.

Leivan brought his Yamaha around to finish fourth overall, while KTM-mounted Terry Gilliland passed Rusty Reynaud on the last lap to claim fifth overall.

First place in the Intermediate class went to Chris Huff, who put his Yamaha out front on the second-to-last lap, when he passed the leader, Dwight Maggard on the gnarly uphill.

The 250cc class winner, Allen Haynes, rode with the handicap of 11 stitches in two of his fingers from a mishap the previous evening. He put his Yamaha in the lead on the second lap and held it there until the final lap, when he was stuck in a tree with second-place rider, Rodney Oller. Haynes broke free first and went on to take the win.

Joe Beaver stormed ahead of the 200cc class at the start and finished with a five-minute cushion and the first-place trophy.

David Wilfong was the 125cc class winner, leading from start to finish.

Dan Johnson grabbed the lead on the second lap and was the only one in his class to go five laps, snaring the Open class win.

Results

O/A: 1. Chris Caplinger (ATK); 2. Leigh Letellier (KTM); 3. Jerry Hemann (Hbg); 4. Steve Leivan (Yam); 5. Terry Gilliland (KTM).

EX: 1. Leigh Letellier (KTM); 2. Jerry Hemann (Hbg); 3. Steve Leivan (Yam); 4. Terry Gilliland (KTM); 5. Rusty Reynaud (Yam).

INT: 1. Chris Huff (Yam); 2. Dwight Maggard (Yam); 3. Gary Mittleberg (Yam); 4. Mark Kendall (Kaw); 5. Robbie Reed (KTM).

4-STRK: 1. Kevin Boyle (Hus); 2. Jeff Lappe (Hon); 3. R. Vanmeter (Suz); 4. Chris Sloane (Hbg); 5. Mike Farley (Hon).

SR: 1. Bud Bieschke (Yam); 2. Brad Barnett (Yam); 3. Charles Thiele (Yam); 4. Roger LeRette (Yam); 5. John Dometorch (KTM).

S/SR: 1. Gary Emig (Yam); 2. Charlie Burk (Hon); 3. Terry Brumley (Yam); 4. Gorman Smith (Yam); 5. Frank Leivan (Kaw).

JR: 1. Dan Johnson (KTM); 2. Ed Schmidt (Hus); 3. Shawn Goans (Yam); 4. Ray Williams (Hon); 5. Jerry McCasland (Yam).

250: 1. Allen Haynes (Yam); 2. Rodney Oller (Yam); 3. Randy Williams (Yam); 4. Steve Hemann (Yam); 5. Everett Shinault (Hon).

200: 1. Joe Beaver (Yam); 2. Jeremy Heavens (Kaw); 3. Fred Lietzky (Kaw); 4. Derek Zinchuck (Yam); 5. Graylan East (Yam).

125: 1. David Wilfong (Hon); 2. Jeff Oberkiell (Yam); 3. Larry Wiwayt (Yam); 4. Todd Reed (Yam); 5. Sam Gosnell (Yam).

VINT: 1. Larry Gilliland (Hon); 2. Brian Mills (Yam).

TRAIL: 1. Casey Haynes (Yam); 2. Bob Huber (Hon); 3. John Haslock (Yam); 4. Dan Sanford (Yam); 5. Travis Erpenbach (Hon).

Naumec nabs Marion MX win

By Kyle Myers

REDDICK, FL, APR. 11

Over 200 riders showed up to compete at round six of the Florida MX Club Series, held at Motocross of Marion County, and Gene Naumec topped the 250cc A class field with 1-3 finishes.

When the gate dropped for the first moto, Josh Latina rocketed into the lead with Brian Swink, Jeff Lampe, Naumec and Jon Ortnier in tow. Naumec passed Lampe on the opening lap and Swink did the same to Latina to take over the lead. Latina retaliated, though, and retook the lead a few turns later. Swink charged hard and attempted to overtake Latina in a tight turn, but instead collided with the rear of Latina's machine and the two riders became entangled.

Naumec roosted past Swink and Latina while they struggled to untangle their machines. Naumec went on to score an uncontested win aboard his Fox/Shoei/Scott/Dunlop/N-Style/Motul/Enzo Racing/Performance Engine/On the Line/FMF/White Bros./BSY-sponsored Yamaha. Ortnier, Lampe and Latina followed him across the finish line. Swink did not finish the race, due to a broken throttle housing.

Swink burst into the lead at the start of the second moto ahead of Ortnier, Latina, Naumec and Lampe. Swink quickly began to pull away, while the rest of the riders battled over second. At the halfway point, Swink held a commanding lead and Latina jammed into second. Swink held on to take the moto win with eight seconds to spare over Latina, Naumec and Ortnier. Naumec's 1-3 was good enough to score the overall win.

In the 125cc A class, Latina flew into the lead with Swink hot on his rear wheel. Swink jammed past on the third lap and went on to nab the win, well ahead of Latina and Gary Squier.

In moto two, Latina again jumped into the lead ahead of Swink and Suier. Latina led until the last lap, when Swink pushed his Answer/Bell/Scott/Dunlop/Troy Lee-sponsored factory Suzuki into the lead. Latina finished second.

Results

P/W: 1. Jason Burnett (Yam); 2. Justin Holstein (Yam); 3. Robert Holstein (Yam); 4. Joe Bondson (Hon).

65: 1. Tyson Hadsell (Kaw); 2. Scott Perry (Kaw); 3. Ron Wilkes (Kaw); 4. Jason Bennett (Kaw); 5. Matt Johnson (Kaw).

85 7-11: 1. Robert Farnell (Kaw); 2. Tyson Hadsell (Kaw); 3. Clint Shealy (Kaw); 4. Ron Wilkes (Kaw); 5. Tyler Laird (Hon).

85 12-13: 1. Jason Thomas (Kaw); 2. Darren McElhatten (Hon); 3. Eric Zamora (Yam); 4. Mike Kushnider (Yam).

85 14-16: 1. Mack Perry (Hon).

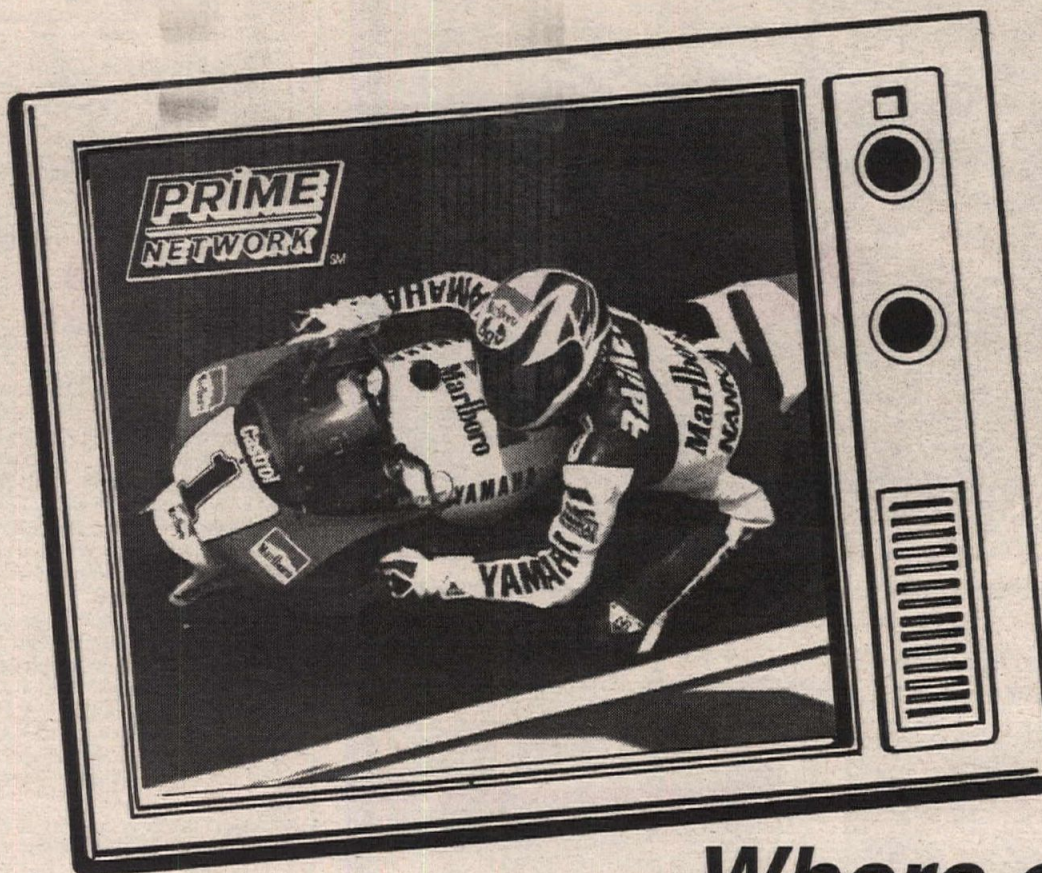
S/MINI: 1. Jason Thomas (Kaw); 2. Mack Perry (Hon); 3. Darren McElhatten (Hon); 4. Robert Farnell (Yam); 5. Clint Shealy (Kaw).

250 C: 1. Jeff Neilander (Hon); 2. Lee Tathan (Yam); 3. Tom Dixon (Hon); 4. David Manchester (Hon); 5. Greg Boyle (Hon).

250 A: 1. Gene Naumec (Yam); 2. Josh Latina (Kaw); 3. Jon Ortnier (Hon); 4. Jeff Lampe (Suz); 5. Brian Swink (Suz).

16-24: 1. Jason Dodds (Hon); 2. Jacob Fogg (Kaw); 3. Sean Avera (Suz); 4. Gary Squier (Suz); 4. Jason Perez (Kaw).

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CREDIT CARD ORDERS OK



Kenny Safford (728) led Harvey Bohman Jr. (725) and Robbi Querferth (254) at LACR.

Dean Van Ripper styled over a jump at Starwest Supercross Park.



125/250 BEG: 1. Robert Maur (Hon); 2. Dan Flesch (Kaw); 3. Jeff Junk (Hon); 4. Todd Landford (Kaw); 5. Scott Murray (Kaw).
125 C: 1. Jason Dodds (Hon); 2. Sean Avera (Suz); 3. Joe Clark (Kaw); 4. Derrick Janiszky (Suz); 5. Doug Watson (Hon).
125 B: 1. Jacob Fogg (Kaw); 2. John Fesler (Suz); 3. Jason Perez (Kaw); 4. Rod Funnell (Kaw); 5. Jeremy Fogg (Kaw).
125 A: 1. Brian Swink (Suz); 2. Josh Latina (Kaw); 3. Gary Squier (Suz).
250 B: 1. John Fesler (Suz); 2. Rod Funnell (Kaw); 3. Rodney Reber (Yam); 4. Steve Dumond (Suz); 5. Ray Stillings (Yam).
+25: 1. Jon Ortner (Hon); 2. Rodney Reber (Yam); 3. Ray Stillings (Yam); 4. Tom Dixon (Hon); 5. Steve Dye (Hon).
+40: 1. Tom Bragg (Hon); 2. Tom Fogg (Kaw); 3. John Kirby (Kaw).
+35: 1. Bart Lucas (Yam); 2. Tom Bragg (Yam); 3. Tim Sutton (Hon); 4. Randy Kelley (Kaw); 5. Brian Whitcomb (Hon).
+30: 1. Jon Ortner (Hon); 2. Jimbo Hayes (Hon); 3. Mitch Holstein (Kaw); 4. Scott Taylor (Kaw); 5. Robert Armstrong (Suz).
OPEN NOV: 1. Mike Amedo (Kaw); 2. Steve Dye (Hon); 3. Mitch Holstein (Kaw); 4. Greg Huffman (Kaw); 5. William Hinkley (Hon).

Neary cruises to Starwest night Motocross win

By David Procidia

MORENO VALLEY, CA, APR. 10

Sean Neary put his SCR/Pro-Circuit Suzuki RM250 into the winner's circle at Starwest night MX. Competing in the 250cc Novice class, Neary fought off all comers to score a double moto win.

When the gate dropped, signaling the start of the first moto, everyone jammed off the line and into the 180-degree left-hand first turn, which resulted in a big pileup.

Jason Pearce and Steve Peterson came out on the short end of the stick and the bottom of the pile. Marc Burnett took advantage of the mayhem to grab the holeshot aboard his Kawasaki KX250.

Neary was hot on his heels along with Yamaha pilot Tony Rodriguez. Neary dove inside of Burnett in the Dunlop Rockers to grab the lead with Rodriguez following suit soon after.

Jeremy Tooker and Todd Gravitt moved in on the lead pack while dicing for fourth. Gravitt got the jump on Tooker then took Burnett in the whoops on the same lap.

Rodriguez kept the pressure on and at the straightaway stuffed his way past Gravitt and back into second. Up front Neary took the checkered a safe distance in front of Rodriguez

Tyler King smoked to the win in the 125cc Intermediate class at Barona Oaks.



with Gravitt, Burnett and Tooker rounded out the top five.

The second moto saw yet another first turn pileup involving Gravitt, but this time, it was Matt Hatcher who shared a dirt sandwich in turn one. Neary took the point position with Burnett riding his shirttails.

Burnett was running a strong third with Pearce, Rodriguez and Tooker dicing at mid-pack. Pearce soared high over Animal Leap to fly past Rodriguez but then carried too much speed into the following corner allowing the Yamaha rider to make a repass.

Rodriguez kept the "Rs" up and closed in on Burnett, while Gravitt pushed Pierce high up in the turn to make a pass on the Kawasaki rider and move into third. They weren't through yet, as there was still a quarter of the track between the lead pack and the checkered flag.

Gravitt jammed up behind Neary and actually pulled alongside the Suzuki rider who immediately picked up the pace to cruise to the checkered flag with his second moto win. Burnett took second in the moto, but it was only good enough to take third overall behind Rodriguez. Fourth and fifth overall went to Gravitt (3-4) and Peterson, who chalked up a pair of sixths.

Results

50 STK: 1. Joe Hamilton (Yam); 2. Sean Collier (Yam); 3. Daniel Taft (Yam); 4. Jay Ciarletta (Iti); 5. Tyson Talkington (Yam).
50 MOD: 1. Daton Beavers (Yam); 2. Andrew Renshaw (Yam).
60 (6-8): 1. Jason Ciarletta (Kaw); 2. Austin Jones (Kaw); 3. Ryan Couse (Kaw); 4. Jesse Mock (Kaw).
60 (9-11): 1. Bryan McGavran (Kaw); 2. Emmitt Kling (Kaw); 3. John Faulkner (Kaw); 4. Chris Rogers (Kaw); 5. Brandon Stadden (Kaw).
80 (1-11): 1. Bryan McGavran (Yam); 2. Sean Hamblin (Yam); 3. Chris Panek (Yam); 4. Johnner Faulkner (Kaw); 5. Danny Wilson (Suz).
80 (12-16): 1. Robby Couse (Kaw); 2. Aaron Cheselske (Hon); 2. Michael Young (Suz); 4. Danny Carlson (Kaw); 5. Mike Collier (Kaw).
80 (12-16) BEG: 1. Eddie Nichols (Hon); 2. Mike Powers (Suz); 3. Jeremih Newcomer (Suz); 4. Hector Rios (Suz); 5. Casey Newhouse (Kaw).
125 BEG: 1. Brian Brown (Hon); 2. Glenn Branson (Suz); 3. Jason Omanson (Hon); 4. Jason Padilla (Kaw); 5. Kevin Guthrie (Kaw).
125 NOV: 1. David Hughes (Suz); 2. Stephen Petersen (Yam); 3. Todd Gravitt (Kaw).
125 INT: 1. Greg Schnell (Suz).
250 BEG: 1. Chris Nelson (Kaw); 2. Dwight Rader (Kaw); 3. Axel Minicli (Kaw); 4. Kelly Patton (Hon); 5. Chris Alverado (Kaw).
250 NOV: 1. Sean Neary (Suz); 2. Tony Rodriguez (Yam); 3. Marc Burnett (Kaw); 4. Todd Gravitt (Kaw); 5. Stephen Petersen (Yam).

250 INT: 1. Bobby Hubbard (Kaw).
250 PRO: 1. Bret Stubbs (Kaw).
25+ BEG: 1. Paul McPahil (Suz); 2. Charles Gonzales (Suz); 3. Larry Baker (Yam); 4. Robert McLowe (Hon); 5. Chris Alaniagas (Suz).
25+ NOV: 1. Fred Theil (Hon).
30+ BEG: 1. Jim Stentz (Hon); 2. Gavin Garcia (Hon); 3. Jon Nixon (Hon); 4. Johnny Jackson (Kaw); 5. Wayne Cummings (Hon).
30+ NOV: 1. Jim Henn (Suz); 2. Curtis Jablonski (Hon).
40+ NOV: 1. David Procidia (Suz); 2. Ray Simmons (CZ); 3. Ron Malone (Hon); 4. John Pack (Yam); 5. Neil Summers (Yam).

Tilton conquers Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, APR. 10.

Jeff Tilton conquered the 250cc Intermediate action at round five of the California Mini Motorcycle Club (CMMC) Series at Barona Oaks Raceway, but Tilton had a determined Chuck Wheeler nipping at his heels the whole way in the second and tie-breaking moto.

In the first moto, Tilton breezed to the win after Wheeler fell while fighting off Brian McDuffee. Wheeler remounted to take second, but Tilton was gone.

In the second moto, Wheeler closed in with only two laps remaining and applied pressure on Tilton. Tilton held his ground until the next-to-last corner where Wheeler dove inside of the wide corner to take the lead. However, Tilton's momentum off the berm allowed him to pull off a midair pass just before the checkered. McDuffee finished third overall and first place in the Novice class.

Jeff Tilton wasn't as lucky in the 125cc Intermediate action. Tilton holeshot the first moto and was able to put some real estate between himself and Novice Modified rider John Emerson. But before the race was over Tyler King moved in to second and pressured Tilton.

In moto two, Emerson holeshot with Tilton on his tail for two laps. Tilton went outside to take the lead and King followed to take the second spot. Tilton bobbled on lap three and King passed him and took the race to the checkered flag for the win.

Dustin Nelson again trounced the 60cc Expert and Super Mini classes. Dustin's sister, Jennifer Nelson, showed the boys the fast line around the track during the first 60cc Beginner moto but lost the win to Chad Schmidt on the last lap. Jason Fry won the second heat and took second on the day, and Jennifer Nelson fared third overall.

Greg Myers took top honors in the Old Pharts class after placing second to Steve Laninovich in the first moto. Myers came back to win the second moto with Laninovich crossing over second.

Results

P/W: 1. Matthew Yanez (Yam); 2. Ricky Eaton (Yam); 3. Rustin Millikan (Yam); 4. Phillip Bruscella (Yam); 5. Stephen Gartz (Yam).
P/W STK (0-8): 1. Dustin Good (Yam); 2. Chris Caudillo (Yam); 3. Ryan Beat (Yam); 4. A.J. Lee (Yam); 5. Clinton Pierce (Yam).
P/W SEM MOD (0-8): 1. Nick Alvarez (Yam); 2. Jonathan Rose (Yam); 3. Chris Caudillo (Yam); 4. Ryan Beat (Yam); 5. David Heyers (Yam).
P/W MOD (0-8): 1. Nick Alvarez (Yam); 2. Jonathan Rose (Yam); 3. Ryan Beat (Yam); 4. Andrew Wageman (Yam).
JR CYCLE STK (0-8): 1. Anthony Bruscella (Kaw); 2. Duatin Good (Kaw); 3. Juan Bevilla (Kaw); 4. David Myers (Kaw); 5. Joey Navarro (Kaw).
JR CYCLE STK (7-11): 1. Emmitt Kling (Kaw); 2. Geoff Rader (Kaw); 3. Dustin Watson (Kaw); 4. Travis Bemis (Kaw); 5. Corey Macomber (Kaw).
80 STK (9-11): 1. Geoff Rader (Suz); 2. Chris McNatt (Hon); 3. Billy Laninovich (Suz); 4. John Hopkins (Suz); 5. Kirk Chandler (Hon).
80 NOV STK: 1. Josh Preman (Yam); 2. Manny Arias (Yam); 3. Brett Racine (Kaw); 4. Frank Dato (Yam).
80 BEG: 1. Chad Schmidt (Kaw); 2. Jason Fry (Suz); 3. Jennifer Nelson (Suz); 4. Michael Crawford (Yam); 5. B.J. Santos (Yam).
SUP MINI: 1. Duatin Nelson (Kaw); 2. Josh Tarantino (Yam); 3. Josh Preman (Yam); 4. John Hopkins (Suz); 5. Billy Laninovich (Hon).
80 NOV/INT: 1. Manny Arias (Yam); 2. Josh Tarantino (Yam); 3. Brett Racine.
80 EX: 1. Duatin Nelson (Kaw).
125 BEG: 1. Joe Minor (Suz); 2. Bryon Cox (Yam); 3. Jason Berg (Kaw); 4. John Bracamonte (Yam); 5. Daiman Paterson (Kaw).
125 (12-15): 1. Cory Bender (Suz); 2. Tim Beatty (Yam); 3. Tim Tilton (Suz); 4. Shawn Ireland (Buz); 5. Josh Warner (Hon).
125 NOV STK: 1. Tim Beatty (Yam); 2. Josh Williams (Suz); 3. John Conrad (Yam); 4. Wilson Nichols Jr (Suz); 5. Shawn Ireland (Buz).
125 NOV MOD: 1. John Emerson (Yam); 2. Cory Bender (Suz); 3. Josh Williams (Suz); 4. Joah Warner (Hon); 5. Andy Yates (Suz).
125 INT: 1. Tyler King (Kaw); 2. Jeff Tilton (Suz).
125 (16-21): 1. Shawn Ellis (Suz); 2. John Conrad (Yam); 3. Tyler King (Kaw); 4. Joe Minor (Suz); 5. Jimmer Hollow (Suz).
250 NOV: 1. Brian McDuffee (Yam); 2. Daniel Nichols (Suz); 3. Jacob Elton (Hon); 4. John Duffy (Yam); 5. Rick Chak (Yam).
250 INT: 1. Jeff Tilton (Suz); 2. Chuck Wheeler (Yam).
OLD PHARTS: 1. Greg Myers (Yam); 2. Steve Laninovich (Hon); 3. Chris Swat (Kaw); 4. Greg Rader (Hon); 5. Dim Beck (Yam).

Borchard blasts Moto West MX

By J.R. Canaguier

HOLLISTER, CA, APR. 6

There was no doubt that Jeff Borchard was the king of the class in the 80cc Beginner division.

The Salinas Yamaha-sponsored rider pulled holeshots in both motos and proceeded to win each time out.

The first moto looked to be a Borchard runaway, but Mike Hernandez had a different idea. After getting off to a midpack start, Hernandez labored into second place and set his sights on the leader, Borchard. Borchard, however, picked up the pace after seeing Hernandez close in and pulled away for the win. By the time the checkered flag came out, Borchard had increased his advantage to approximately 20 seconds over Hernandez.

The second moto went much like the first with Borchard grabbing the holeshot and easily pulling away for an uncontested win. Shawn Mietze powered his Suzuki to consistent moto finishes to secure second overall ahead of Hawk White and Hernandez. Paul Latala rounded out the top five.

Tim Reeder tallied a 1-3 score to claim the overall win in the 250cc Novice class. Reeder scored a seemingly easy victory in the first moto, leading from start to finish. The second moto was a different story for Reeder, however. He crashed early in the moto and had to work his way back up. He got up to third when the checkered flag came out but it was high enough to earn the overall win. Second overall went to Joe Vella and third to Mike Renner. Rounding out the top five were Bob Zakes and Casey Musick.

Results

P/W 50: 1. Iceman Hernandez (Yam); 2. Shredder Navarro (Yam); 3. Dustin Shropshire (Yam); 4. Jason Allwardt (Suz); 5. J.J. Alcantar (Suz).
P/W 80: 1. Greg Burros (Suz).
60: 1. Dustin Shropshire (Kaw).
80 BEG: 1. Jeff Borchard (Yam); 2. Shawn Mietz (Suz); 3. Hawk White (Hon); 4. Mike Hernandez (Kaw); 5. Paul Latala (Kaw).
80 NOV: 1. Tyler Evans (Hon); 2. Aaron Baker (Yam); 3. Jess Medley (Hon); 4. J.R. Pollard (Suz); 5. Nick McBride (Hon).
125 BEG: 1. Scott Kagy (Hon); 2. Dennis Stapleton (Suz); 3. Billy Bright (Kaw); 4. Dan Malone (Hon); 5. Leo Tidwell (Hon).
125 NOV: 1. Casey Musick (Kaw); 2. Ryan Brink (Kaw); 3. Ray Gammill (Kaw); 4. Mike Jacopi (Hon); 5. Keith Lawton (Yam).
125 INT: 1. Chad Burleson (Hon); 2. Turtle Wikoff (Hon).
125 PRO: 1. Rick Ryan (Hon); 2. Trevor Meagher (Suz); 3. Pat Gomm (Yam).
250 BEG: 1. Brad McLennan (Hon); 2. Pat Towne (Hus); 3. Noah Evans (Hon); 4. Brian Jelich (Hon); 5. James Regnere (Suz).
250 NOV: 1. Tim Reeder (Yam); 2. Joe Vella (Yam); 3. Mike Renner (Kaw); 4. Bob Zakes (Kaw); 5. Casey Musick (Kaw).
250 INT: 1. Tony Alves (Yam); 2. Bill Artau (Hon).
250 PRO: 1. Rick Ryan (Yam); 2. Pat Gomm (Yam); 3. Tyler Hummel (Suz).
500 BEG: 1. Carl Fazo (Yam); 2. Ron Horrigan (Yam).
500 NOV: 1. Eric Gras (Hon); 2. Bill Pelletiere (Hon); 3. John Murideth (Hon); 4. Edward Kelly (Kaw).
25-29 BEG: 1. John Cunningham (Suz); 2. Mario Andreini (Yam); 3. Mike Fogolin (Yam); 4. Noah Evans (Hon); 5. Brian Hellenthal (KTM).
25-29 NOV: 1. Marc Tucker (Hon); 2. Bob Pimentel (Kaw); 3. Todd Townsend (Hon).
25-29 INT: 1. Mike Johnson (Suz); 2. Jeff Woods (Hon); 3. Tony Alves (Yam); 4. John Ensign (Yam).
VET BEG: 1. Dave Holland (Hon); 2. Mark Avery (Hon); 3. Ed Pagoda (Hon); 4. Scott Rabenean (Yam); 5. Jeff Hillard (Hon).
VET NOV: 1. John Dallaine (Yam); 2. Gary Paatje (Yam); 3. Mike Renner (Kaw); 4. Tim McMurtree (Kaw); 5. Dave Henderson (Suz).
VET INT: 1. Dave Rodriguez (Hon); 2. Bill Artau (Hon); 3. Dave Berg (Hon).
VET PRO: 1. Scott Keller (Yam); 2. Brandon Baldwin (Suz).
OT NOV: 1. Brad Smith (Hon); 2. J.R. Canaguier (Suz); 3. Bob Magdaleno (Hon).

Zahrt zaps Golden Bear GP

By Greg Robertson

PALMDALE, CA, APR. 4

It took everything he had, but Kal-Gard/O'Neal/SVC/ Z Tech-sponsored Jon Zahrt held off a last-lap charge from Brad McLeod to take the overall victory in the Vet Expert class at California Racing Club's Golden Bear Grand Prix held at Los Angeles County Raceway.

The opening lap of the 45-minute race belonged to Richard Bunch, followed closely by Rod Robertson, Scotty Walker and Zahrt. Halfway through the second lap Bunch pulled off the track with bike problems, handing the lead to Walker. Walker set a blistering pace, attempting to pull away from Zahrt, who had gotten past Robertson. Ken Neitzel and McLeod were up to fourth and fifth places, respectively, after midpack starts.

Walker did a good job of holding Zahrt at bay until the midway point, when Zahrt slipped past for the lead. McLeod got around both Neitzel and Robertson, and set out after Walker, who was 15 seconds ahead of him. Zahrt cruised out front as McLeod reeled in Walker in lapped traffic to overtake him for the runner-up position.

With the white flag out, it became a two-rider sprint to the checkered flag. McLeod closed to Zahrt's rear fender and dogged the leader in every turn. Both riders were slicing through lappers, as neither gave an inch. At the finish line, it was Zahrt just a few feet ahead of McLeod for a well-deserved win. Walker finished a distant third over Neitzel.

North County Yamaha-backed John Keefer grabbed the early lead in the 250cc Intermediate class, with Erik Lindstrom, Karl Lindstrom and Owen Dickson in hot pursuit. Erik Lindstrom displaced Keefer back to second within a lap,

while Karl Lindstrom did the same a lap later. Erik Lindstrom went down in the sand, dropping to fourth.

Karl Lindstrom inherited the lead, with Dickson all over him looking for a way into the lead. Persistence paid off for Dickson, as he assumed the lead, only to have his front end wash out a few turns later, causing him to fall and drop back to second again.

Karl Lindstrom was able to build a small lead over the recovering Dickson, which he held to the finish. Erik Lindstrom rounded out the top three, finishing ahead of Greg Atkinson.

Results

P/W MOD: 1. Jerry Martinez (Yam); 2. Brad Howe (Yam).
P/W A: 1. Sean Collier (Yam); 2. Chris Nihan (Yam); 3. Shane Smith (Yam); 4. Kyle Barden (Yam); 5. Gerard Patin (Yam).
P/W B-1: 1. Caleb Gosselaar (Yam); 2. Jonathan Newman (Yam); 3. Drew Flum (Yam).
P/W B-2: 1. Eric Hunter (Yam); 2. Travis Barden (Yam); 3. Billy Bloom (Yam); 4. Anthony Sclafani (Yam); 5. Timmy McDaniel (Yam).

60 (0-8): 1. Scott Howe (Kaw); 2. Blake Mitchell (Kaw); 3. Ryan Couse (Kaw); 4. James Thompson (Kaw); 5. Sean Collier (Kaw).

60 (9-11): 1. Todd Gosselaar (Kaw); 2. Jay Bonavanno (Kaw); 3. Broc Wallace (Kaw); 4. Shane Mitchell (Kaw); 5. Joseph Neitzel (Kaw).

80 (9-11): 1. Christopher Tocco; 2. Shane Biss (Suz); 3. Johner Faulkner; 4. Donnie Durrer (Yam); 5. Mike Schuneman (Yam).
MINI BEG: 1. Bob Arens (Hon); 2. Dennis Wyman (Yam); 3. George LaMonte (Hon); 4. Jeff Peauler (Yam); 5. Jason Dubin (Suz).

MINI NOV: 1. Christopher Gosselaar (Kaw); 2. Clint Shepard (Suz); 3. Mike Collier (Kaw); 4. Michael Rowland (Hon); 5. Larry Venama (Kaw).

MINI INT: 1. Robby Couse (Kaw); 2. Chris Blanton (Yam); 3. Chris Neitzel (Kaw).

MINI EX: 1. Lanny Turner (Suz).
125 BEG: 1. Matt Tittlemier (Yam); 2. Brian McCormick (Kaw); 3. Wes Faria (Hon); 4. Mike Doom (Hon); 5. Bob Hausman (Hon).

125 NOV: 1. Phillip Richmond (Suz); 2. Cliff Cook (Kaw); 3. Kevin Jackson (Hon); 4. Jeremy Hackney (Hon).

125 INT: 1. Loren Jenkins (Hon).

125 PRO: 1. A.J. Whiting (Yam); 2. Tim Telford (Suz); 3. Nick Mairose (Suz).

250 BEG: 1. Tom Hendricks (Yam); 2. Justin Osborne (Kaw); 3. Warren Tittlemier (Kaw); 4. Cory Garcia (Hon); 5. Shane Somers (Hon).

250 NOV: 1. Matt Blacklock (Hon); 2. Brett Fortner (Hon); 3. Mike Blair (Yam); 4. Ryan Spaeth (Yam); 5. John Dean (Suz).

250 INT: 1. Karl Lindstrom (Hon); 2. Owen Dickson (Kaw); 3. Erik Lindstrom (Hon); 4. Greg Atkinson (Hon); 5. John Keefer (Yam).

500 BEG: 1. Rich Ellyson (Hon); 2. Jeff Mitchell (Hon); 3. Ken Busse (Hon); 4. Ressa Williams (Hon); 5. Lee Saul (Hon).

500 NOV: 1. Patrick Wade (Kaw).

JR VET BEG: 1. Steve Hill (Kaw); 2. John Stich (Kaw); 3. Keith Peckham (Hon); 4. Scott Kuntz (Yam); 5. Don Sham (Cag).

JR VET NOV: 1. John Davies (Hon); 2. Scott Land (Hon); 3. Chuck Dodson (Suz); 4. Bill Wingerling (Yam).

JR VET INT: 1. Rob Petrin (Kaw); 2. Brian Hill (Yam); 3. Ron Sharp (Yam); 4. Robert Bang (Kaw); 5. Charlie Strong (Kaw).

JR VET EX: 1. Kelly Pugmire (Hon); 2. Jon Zahrt (Yam); 3. Brad McLeod (Hon); 4. Scotty Walker (Hon); 5. Greg Atkinson (Hon).

VET BEG: 1. Jim Blankenship (Kaw); 2. Mike Burger (Yam); 3. Robert Schredio (Yam); 4. Greg Hunsaker (Hon); 5. Doug Tempo (Hon).

VET NOV: 1. Frank Custanzo (Hon); 2. Richard Chouinard (Hon); 3. Karl Allen (Hon); 4. Mark Sirote (Hon); 5. Harvey Bohman Jr. (Hon).

VET INT: 1. Rick Johnson (Hon); 2. Craig Conaway (Yam); 3. Ron Sharp (Yam); 4. Duke Loppnow (Kaw); 5. Jere Mason (Yam).

VET EX: 1. Jon Zahrt (Yam); 2. Brad McLeod (Hon); 3. Scotty Walker (Hon); 4. K.C. Neitzel (Kaw); 5. Bob Stephenson (Hon).

SR INT: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam); 3. David Wallace (Kaw).

DECADE: 1. Jason Trubey (Suz); 2. Marc Spaccia (Suz).

VINT: 1. Ken Green (CZ); 2. Randi Perkins (Hon); 3. Phillip Zellmer (CZ).

Carsten cleans up at Powerline Motocross

By Paula Brown

NEW EGYPT, NJ, APR. 10

Barry Carsten went two for two at Powerline MX by scoring wins in both the 125 and Open Expert classes.

Carsten grabbed the Open Expert qualifier holeshot and was stretching out his lead when he cased the Dunlop Double and tumbled over the handlebars. Mike Peat, Rickie Zupko, Pete Jastremski and Lee Rostein all thundered past the downed rider.

As Peat and Zupko diced over first, Carsten was already working his way back through the field. Zupko's lead was eliminated when he went down in the back section and Peat sped by. Peat held his lead until just before the two-lap card came out. Carsten, used the last few remaining laps to succeed in passing Peat for the come-from-behind win.

Matching Carsten's pace was Jim Kapitan, who worked his way up the pack and into second place.

Zupko was taking no chances in the Open Expert final, grabbing the holeshot and building his lead early on. Periodically looking over his shoulder, Zupko stayed out in front for five laps, until Carsten finally passed him before the finish line tabletop jump. But Zupko stayed with it, dogging Carsten from a respectable distance in second until the checkered flag. Jim McIlvaine ended up third, while Kapitan finished fourth.

The 125 Expert class saw Carsten card his second win of the day by posting wins in both motos. Rostein and McIlvaine put in strong races but couldn't topple Carsten's lead. Rostein ended up second overall winner, and McIlvaine finished third.

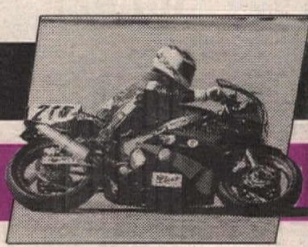
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TEAM GREEN WEEKEND SCHEDULE OF EVENTS

FRIDAY, MAY 28 - Press Day & Pro Practice 12 noon-3 pm.

Amateur Practice 3-6 pm - Adm. \$6 (Plus Sat./Sun. ticket-No Refund). There will also be practice on Saturday morning.

SATURDAY, MAY 29 - Team Green Spring MX Nationals - Amateur Racing on National Track. All Classes. (No pre-entry required.) Adm. \$11 (Plus \$17 Sun. ticket-No Refund).

Riders fee \$20-Practice 7-9 am Hare Scrambles - Riders fee \$20 - Sign-up 11 am, Race 1 pm, Quad HS Race 3 pm.

SUNDAY, MAY 30 - Adm. \$17 250/125cc Pro National Championship MX -Race1 pm.

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Gary Scheidler (V3) managed to hold off the charges of Randy Winslow (V176) during the motocross at Edwards Air Force Base.

Monteforte traded places back and forth for the lead in the 125 Novice class. Passerella took the top spot in the early laps of each moto, only to be displaced by Monteforte both times.

Results

80 (10-11): 1. Mike DePinto (Suz); 2. Greg Lurch (Kaw).
80 (12-13): 1. Ryan Lurch (Hon); 2. Tim Peters (Hon); 3. Ron Hires (Hon); 4. Clay Compton (Hon); 5. William Taylor (Suz).
80 (14-15): 1. Nicholas Bevilacqua; 2. Dennis Hennessy (Hon); 3. Marc Drabkoski (Suz); 4. Jeff Scagnelli (Suz); 5. Mike Megonigal.
SCHBY: 1. Jeff Dunlap.
CLGBY: 1. Tom Ulikowski (Hon); 2. Jude Harper (Kaw); 3. Ed Blewett; 4. Mike Hughes; 5. Ken Dwight.
250 NOV: 1. Chris Krusen (Yam); 2. Mauro DePinto (Suz); 3. David Gossman (Suz); 4. Rick Butera (Yam); 5. David Wobser (Hon).
125 NOV: 1. John Mackin (Kaw); 2. Tom Passerella (Hon); 3. John Monteforte (Hon); 4. Jonathan Getz (Kaw); 5. Wayne Soley (Hon).
125 AM: 1. Ceddie Vohden (Kaw); 2. Tom Ulikowski (Hon); 3. Fred Maui (Kaw); 4. Jay Jones (Kaw); 5. Jon Lombardo.
OPEN AM: 1. Dwayne Pancoast; 2. Tony Sutton; 3. Joe Cannata.
SR EX: 1. Jerry Seip; 2. Joe Lurch; 3. Rob Teisler; 4. Scott Stevens; 5. Rich Carrino.
25+ AM: 1. Chris Prendeville (Suz); 2. Marc Tamney (Hon); 3. Louis Volpe (KIM); 4. Yuri Alpert; 5. Albert Perzan.
OPEN EX: 1. Barry Carsten; 2. Jim Kapitan; 3. Jim McIlvaine; 4. Mike Peat; 5. Lee Rostien.
125 EX: 1. Barry Carsten; 2. Lee Rostien; 3. Jim McIlvaine; 4. Richie Zupko; 5. Mike Peat.

Staab scores Edwards AFB Motocross win

By Greg Robertson

EDWARDS AFB, CA, APR. 18

Over 350 riders, including those from AMA District 37 who were participating in the motocross portion of the Best of the West Series, braved gusty wind conditions to do battle on a perfectly-prepared Desert Wheels M.C. track during the California Racing Club's visit to Edwards Air Force Base. In District 37 race action, Yamaha-mounted Eddie Staab collected double-moto wins in the 250cc Novice class.

The first moto win didn't come easy, as Staab went down in the third turn and was forced to come from behind. Nick Athans and Jeff Spencer were running in first and second until the last lap, when they fell victim to the hard charging Staab. Staab roosted past both of them for the moto win.

It was a wire-to-wire romp for Staab in moto two as he grabbed the holeshot and went on uncontested to the checkered flag. Athans gated second ahead of Spencer and Brian Walker. Spencer closed to within striking distance of Athans by the second lap, but couldn't find that little extra speed to get around. Spencer settled for third.

Robert Schnidau jumped out to an early lead in the first CRC Vet Beginner moto ahead of Ted Wadlington, Mike Borger and Jon Hall. Borger went down in the sand and dropped to mid-pack while Schnidau started to lengthen his lead. Jeff Frey was cutting the fastest laps on the track as he went from 10th to second by the last lap. With the white flag out, Frey cut inside Schnidau, only to run off the track in the last turn. Schnidau went on to win.

Frey led the pack at the start of the second moto with Wadlington and Schnidau in tow. Schnidau quickly passed Wadlington and started to pressure Frey. Schnidau closed to Frey's rear fender in a long whoop section, but went down hard when he lost control. With that, it was clear sailing for Frey as he stretched his lead

to 15 seconds at the finish. Wadlington took home second place honors.

The Old Timers MX Association also tried their skills on the challenging Edwards AFB sand, and Kawasaki KX500 rider Stewart Roger used 1-2 scores to win the Masters class.

Roger was all over the early leader David Rogers before blowing past and into the lead on a downhill section of the track. Lee Johnson went from third to second with an inside pass on Rogers, then inherited the lead when Roger careened off the track. Roger was still running second and was handed the lead when Johnson experienced some troubles of his own and dropped to fourth. Rogers finished second over Dennis McAdam.

By the second lap of moto two, Roger and McAdam were battling for the lead. The two riders switched positions numerous times, with McAdam pulling away in the closing laps. Roger finished second, good enough for the overall win.

Results

P/W A: 1. Kyle Barden (Yam); 2. Shane Smith (Yam).
P/W B1: 1. Anthony Barbacovi (Yam); 2. Drew Flum (Yam); 3. R.J. Early (Yam); 4. Eric Hunter (Yam); 5. Aaron Bealer (Yam).
P/W B2: 1. Troy Tittlemeyer (Yam); 2. Jonathan Newman (Yam); 3. Brett Mountain (Yam); 4. Travis Barden (Yam); 5. Kenneth Ianafo (Suz).
MINI BEG: 1. Bob Arens (Hon); 2. Dennis Wyman (Yam); 3. Jason Dubin (Suz); 4. George LaMonte (Hon); 5. Dustin Bunce (Kaw).
MINI NOV: 1. Jacob Machowski (Yam); 2. Michael Rowland (Hon); 3. Clint Sheperd (Suz); 4. Greg Andrew (Yam); 5. Andreu Labrador (Suz).
125 BEG: 1. Adrian Leon (Suz); 2. Tony Green (Kaw); 3. Dennis Woodward (Kaw); 4. Charles Kinsey (Kaw); 5. Doug Ellis (KTM).
125 NOV: 1. Ken Reed (Kaw); 2. Paul Gilmartin (Kaw); 3. Roger Fonseca (Suz); 4. Danny Woodward (Suz); 5. Bryan Carillo (Kaw).
125 INT: 1. Fred Odom (Hon).
250 BEG: 1. Tom Hendricks (Yam); 2. Corey Garcia (Hon); 3. John Jeffries (Hon); 4. Andy Payne (Kaw); 5. Warren Tittlemeyer (Suz).
250 NOV: 1. Kenny Miller (Suz); 2. James Crum (Yam); 3. Mike Maute (KTM); 4. Brian Snyder (Yam); 5. Paul Gilmartin (Hon).
250 INT: 1. Karl Lindstrom (Hon); 2. Mat Bateman (Suz); 3. Erik Lindstrom (Hon); 4. Rob Dunham (Yam); 5. John Keefer (Yam).
250 PRO: 1. Jimmy Lavorci (Suz).
500 BEG: 1. John McMartin (Yam); 2. Dragos Lungell (KTM); 3. Dan Francis (Hus).
500 NOV: 1. Malcolm Solley (Hon); 2. Bob Bang (Kaw); 3. Scott Curtis (Hon); 4. Patrick Wade (Kaw).
500 PRO: 1. Mike Healey (Hon).
JR VET BEG: 1. John Jeffries (Hon); 2. Gabe Mendez (Hon); 3. Kip Temple (Hon); 4. Kevin Ivers (Hon); 5. Darin Frye (Kaw).
JR VET NOV: 1. Mark Clark (Kaw); 2. Brian Alsobrook (Kaw); 3. Randy Wilkis (KTM); 4. Wilson Lewis (Hon); 5. Malcolm Solley (Hon).
JR VET INT: 1. Charlie Morris Jr. (Hon); 2. James Crum (Yam).
JR VET EX: 1. Scotty Walker (Kaw).
VET BEG: 1. Jeff Frey (Hon); 2. Ted Wadlington (Kaw); 3. Mike Borger (Yam); 4. Brent Dokay (Yam); 5. Ross Hoeker (Yam).
VET NOV: 1. Leo Sail (Cag); 2. Curt James (Yam); 3. Greg Robertson (Kaw); 4. Mike Carr (Hon); 5. Ron Northrop (Suz).
VET INT: 1. Scott Curtis (Hon); 2. Darin Layton (Yam); 3. Duke Loppnow (Kaw); 4. Doug Cain (Kaw).
VET EX: 1. Scotty Walker (Kaw); 2. Rob Petrin (Kaw); 3. Randy Tittlemeyer (Suz); 4. Gene Dickinson (Kaw); 5. Jerome Gibson (Hon).
SR BEG: 1. R. Early (Hon).
SR NOV: 1. Charles Howell (Hon).
SR INT: 1. Ken Renaux (Hon).
OT NOV: 1. GQ Larry Kirsh (Hon); 2. John Craft (Kaw); 3. Neal Eatherley (Suz); 4. Phil Hendricks (Yam); 5. Scott Walker Sr. (Kaw).
OT AM: 1. Hank Owen (Hon); 2. Buzz Moeller (Yam); 4. Bruce McCormick (Kaw); 5. Kurt Sofka (Kaw).
OT EX: 1. Joe Brown (Yam); 2. Herb Allen (Kaw); 3. Doug Rodriguez (Kaw); 4. Keith Phillips (Hon); 5. Mike Jervey (Yam).
DISTRICT 37
WMNI INT: 1. Michelle Cassella (Kaw); 2. Stacy Doeksen (Kaw).
WM EX: 1. Anna Cody (KTM); 2. Kassie Grey (Hon); 3. Kelly Bergen (Kaw).

125 NOV: 1. Ken Reed (Kaw); 2. Randy Webb (Suz); 3. Scott Reed (Kaw).
125 INT: 1. Joshua Jenkins (Yam); 2. Quint Betts (Kaw).
125 EX: 1. Jerry Stevens (Yam).
250 BEG: 1. Andy Patne (Kaw); 2. Todd Moore (Yam); 3. Victor Estrada (Yam).
250 NOV: 1. Eddie Staab (Yam); 2. Nick Athans (Yam); 3. Jeff Spencer (Suz); 4. Cliff Cook (Yam); 5. Brian Walker (Yam).
250 INT: 1. Mat Bateman (Suz); 2. Scott Mumford (Yam); 3. Erik Hanks (Yam); 4. Mark Eckman (Yam); 5. Tommy Roberts (Yam).
250 EX: 1. Chris Radzinski (Yam); 2. Randy Moselley (Suz); 3. John Haskell (Yam); 4. Tom Hendricks (Yam); 5. Erik Matson (Hon).
500 INT: 1. Brad Cameron (Hon); 2. Dragos Lungell (KTM); 3. John Meissner (Kaw).
500 EX: 1. Charlie Morris Jr. (Hon); 2. Bill Fulmer (Kaw); 3. Jim Clark (KTM); 4. Kurt Hintz (Kaw).
250 NOV: 1. Dale Aastrom (Hon); 2. Danny Zierau (Hon).
VET 250 NOV: 1. Doug Mohr (Yam); 2. Scott Mountain (Yam); 3. Mark Brakebill (Yam); 4. Mike King (Yam); 5. Craig Armbruster (Yam).
VET 250 INT: 1. Larry Atnip (Kaw); 2. Dan Pettigrew (Yam).
VET 250 EX: 1. Scott Stearns (Suz); 2. Scott Anderson (Yam); 3. Scott Hammond (Yam); 4. Jeffrey Price (KTM).
VET 250 NOV: 1. TP Vladovich (Kaw); 2. Keith Hensley (Hon); 3. Pat Lavespere (Yam); 4. Randy Winslow (Hon).
VET 250 INT: 1. Marc Prince (Hus); 2. Steve Gilmore (Yam); 3. Scott Smith (Kaw); 4. Ed Crawford (Yam).
VET OPEN EX: 1. Gary Scheidler (Yam); 2. Robert Dunlop (Yam).
SR 250 INT: 1. Chris Stapleton (KTM); 2. Bill Pallotto (Yam); 3. Mike Yelton (Yam); 4. Mike Brown (Yam); 5. Larry Curl (Yam).
SR 250 EX: 1. Lee Johnson (Yam); 2. Mark Cook (Yam); 3. Gary Garland (Yam); 4. Charles Howell (Yam).
SR OPEN INT: 1. John Chestnutt (Hon); 2. Larry Hearn (Yam); 3. Dan Daniel (Kaw); 4. Dave Krider (Hus).
SR 500 EX: 1. Mike Keen (Suz); 2. Mick Collins (KTM); 3. Bob Wadlow (Kaw).
MAG NOV: 1. Ken Duffield (Hon).
MAG INT: 1. Ron Miller (Hon); 2. Herb Fish (Kaw); 3. Bill Warre (Kaw); 4. Eugene Jaspersen (ATK); 5. Bill Richardson (ATK).
MAG EX: 1. Terry McDonald (Hon); 2. Al Guzman (Hon); 3. Norm Gaigler (Hon); 4. Scott Walker Sr. (Kaw).

Lincoln Trail Hare Scrambles win to Ricketts

By J. Ramsay

CASEY, IL, APR. 18

Shad Ricketts scored the overall win at Lincoln Trail Motosport's season-opening hare scrambles. Ricketts, aboard a Husqvarna 250, would have had an easy go if it, had it not been for Honda/Kawasaki of Bloomington-sponsored Mike Sampson.

Sampson, mounted aboard a Kawasaki KX250, shadowed Ricketts on the five mile course throughout the entire nine-lap race and finished just 36 seconds behind the Husqvarna rider. Third overall went to Honda pilot Lee Lankutis.

The overall winner in the B class was Ken Otterbach, who raced a Kawasaki KDX200. Otterbach completed seven laps and was followed home by the 125cc B class winner, Suzuki-mounted Jay Jewell. Bill Cavanagh scored the 250cc B class win.

A good number of Mini class entrants turned out, and Kawasaki riders Jeremy Emerson and Ryan Duff nabbed the top two positions.

Results

O/A: Shad Ricketts (Hus)
MINI: 1. Jeremy Emerson (Kaw); 2. Ryan Duff (Kaw); 3. Justin Myers (Hon); 4. Brian Wagahoff (Kaw); 5. Amanda Duff (Yam).
125 B: 1. Jay Jewell (Suz); 2. Andrew Morris (KTM); 3. Steve Mundy (KTM).
200 B: 1. Ken Otterbach (Kaw); 2. Greg Dean (Kaw); 3. Rick Schlater (Kaw); 4. Barry Doughty (Kaw); 5. Jay Lockwood (Kaw).
250 B: 1. Bill Cavanagh (Kaw); 2. Charlie Howel (Kaw); 3. Tracey Hunt (Yam); 4. Mike Hartwig (Hon); 5. Oscar Rodriguez (Kaw).
L/W: Robert Ricketts (KTM).
H/W A: 1. Shad Ricketts (Hus); 2. Mike Sampson (Kaw); 3. Lee Lankutis (Hon); 5. James Smith (Hon).

4-STK: 1. Stephen Rieman (Hon); 2. Don Mryant (Suz).
VET: 1. Brian Erwin (KTM); 2. Robert Kirchner (Hon); 3. Gordon Bradfield (Hon); 4. Brad Renshaw (Yam); 5. David Mallek (Hon).
SR: 1. Lori Walters (Kaw); 2. Gordon Stoneking (Hon); 3. Jack Williamson (Kaw).

VanEngelenhoven nabs Saddleback Hare Scrambles win

By Don Brewer

RENNER, SD, APR. 18

Kevin VanEngelenhoven scored the overall win at round one of the Sioux Valley Cycle Club Hare Scrambles Series, held at Saddleback Park.

Honda-mounted Trent Dawley grabbed the holeshot with VanEngelenhoven in tow. Dawley led the first of 12 laps on the 4.5 mile course. On laps two and three, Dawley and VanEngelenhoven swapped the lead several times before VanEngelenhoven took the lead for good, despite losing the use of his rear brake at the halfway point. Dawley held on for second, while VanEngelenhoven nabbed the overall and Expert class wins.

In the Over 30 class, Honda-mounted Tim Grosz took the early lead with Honda rider Dave Brende and Yamaha pilot Don Brewer in tow. On lap three the battle between Grosz and Brende started to heat up, as Brewer began to fade. Grosz and Brende swapped the lead several times, and when Grosz stopped to refuel at the halfway point, Brende opened up a small lead. That lead stuck until lap 11, when Brende lost the front end in a muddy creek crossing.

That gave the lead back to Grosz, and he went on to take the win in the Over 30 class and third overall for the day.

Results

O/A: 1. Kevin VanEngelenhoven (Hon); 2. Trent Dawley (Hon); 3. Tim Grosz (Hon); 4. Dave Brende (Hon); 5. Brett Nieber (Hon).
EX: 1. Kevin VanEngelenhoven (Hon); 2. Trent Dawley (Hon); 3. Jeff Fiegen (Kaw).
OVER 30: 1. Tim Grosz (Hon); 2. Dave Brende (Hon); 3. Brett Nieber (Hon); 4. Don Brewer (Yam); 5. Tom Miller (Suz).
NOV: 1. Mike Robbins (Kaw); 2. Clark Lee (Hon); 3. Scott Velgersdyk (Kaw); 4. Wade Peska (Kaw); 5. Trent Feltman (Kaw).
BEG: 1. Brad Lechter (Hon); 2. Dan VanDriel (Yam); 3. Jesse Travis (Yam); 4. Scott McCoy (Hon); 5. Tom Sneitenger (Kaw).
MINI: 1. Clark Underberg (Kaw); 2. Jesse Peterson (Kaw); 3. Sheldon Wenz (Suz); 4. Josh Funge (Kaw); 5. Michael Kock (Yam).

Volpe takes Gateway RR

By Mary Hewitt

EAST ST. LOUIS, IL, APR. 11

With strong winds greeting racers at the Gateway International Raceway in East St. Louis on Easter Sunday. The Midwest Cafe Racing Association's 19th season opened with two 100k endurance races, a riders school and provisional race, and the first ever "Dash for Cash."

The first big race of the day included Heavyweight Supersport and Production plus Medium Supersport classes and was dominated by the Heavyweight Supersport. Dave Probst, on a Suzuki GSXR1100, got the holeshot and led for two laps only to be passed on the straight by Mark Oldham on his GSXR750. From then on it was a rider swap between Oldham, Probst, Andy Perkins and Paul Volpe. On lap 13, Dion DeVan crashed into the barrels in turn 12 which brought out the red flag. After the restart Matt Winnacker pushed his 250 Yamaha from the back of the pack and took the lead which he maintained until he ran out of gas near the last lap.

Volpe, who ran fast and smooth all day on his PLR Racing-sponsored GSXR1100, took the overall, followed by Perkins on a Honda RS250 and Probst.

Lightweight 100k champ Dave Stevens was the overall winner in the Medium Production/Lightweight race. Jim Probst, on a 600cc Honda, jumped off the start and by the halfway mark had a 20-second lead. He maintained it until the last five laps when Stevens went by on his Yamaha FZR400.

The Dash for Cash saw Volpe take the quick lead only to lose it in turn one to Matt Macheca, who held the lead to the finish. Volpe finished second.

The eight-lap provisional race following the rider's school was won by William Muren on a Yamaha FZR600.

Results

H/W S/SPT: 1. Paul Volpe (Suz); 2. Andrew Perkins (Hon); 3. Dave Probst (Suz); 4. Kerry Sherman (Suz); 5. Chris Lumpkin (Suz).
H/W PROD: 1. Dwain LaRue (Hon); 2. Steve Rode (Kaw); 3. Darren Lundsford (Suz); 4. James Speelman (Suz).
M/W S/SPT: 1. Curtis Talbert (Yam); 2. John Carver (Yam); 3. Greg Barr (Hon); 4. Mike Comfort (Hon).
M/W PROD: 1. Jim Probst (Hon); 2. Greg Barr (Hon); 3. Terry McCann (Hon); 4. Steve Burkett (Hon); 5. Ross Hastings (Hon).
L/W: 1. Dave Stevens (Yam); 2. Bob DiCello (Yam); 3. A.J. Scoggins (Yam).
DASH FOR CASH: 1. Matt Macheca (Suz); 2. Paul Volpe (Suz); 3. Dave Probst (Suz).
PROVISIONAL: 1. William Muren (Yam); 2. Brent Coppock (Kaw); 3. Troy Barker (Yam); 4. Harold Bush (Suz); 5. Mark Albers.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

* World C'ship Road Race Series

5/2	Jerez, Spain
5/16	Salzburg, Austria
6/13	Hockenheim, Germany
6/26	Assen, Holland
7/4	Catalunya, Spain
7/18	Mugello, Italy
8/1	Donington, England
8/15	Brno, Czechoslovakia
9/5	Misano, Italy
9/12	Laguna Seca, CA, USA
10/3	Kyalami, South Africa

World C'ship Superbike Road Race Series

5/9	Hockenheim, Germany
5/30	Albacete, Spain
6/13	Estoril, Portugal
6/27	Misano, Italy
7/11	Zeltweg, Austria
7/18	Brno, Czechoslovakia
8/8	Anderstorp, Sweden
8/22	Johor, Malaysia
8/29	Sugo, Japan
9/12	Assen, Holland
9/26	Monza, Italy
10/3	Donington Park, England
10/24	Mexico City, Mexico

World C'ship 125cc MX Series

5/2	Nantwich, England
5/16	Gdynia, Poland
5/23	Berghem, Netherlands
6/6	Holice, Czechoslovakia
6/13	Gerstetten, Germany
6/20	Borgo Mag., San Marino
7/18	Laguerie, France
8/1	Interlagos, Brazil
8/8	Amstittan, Guatemala
8/29	Janjimpur, Australia

World C'ship 250cc MX Series

5/9	Sun City, South Africa
5/23	Laubus-Esch, Germany
6/13	Lommel, Belgium
6/20	Foxhill Park, England
6/27	Vernon Mount, Ireland
7/11	Maracay, Venezuela
7/18	Budds Creek, Maryland, USA
8/1	Nykoping, Sweden
8/8	Vantaa, Finland
8/22	Suzuka, Japan

World C'ship 500cc MX Series

5/9	Sittendorf, Austria
5/16	Nykoping, Sweden
5/23	Salo, Finland
6/6	Faenza, Italy
6/20	Kaposvar, Hungary
7/4	Arganil, Portugal
7/18	Mill, Netherlands
8/1	Namur, Belgium
8/8	Folkendange, Luxembourg
8/22	Sverepec, Czechoslovakia
8/29	Geneva, Switzerland

Motocross des Nations

9/12	Schwanenstadt, Austria
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International Six Days Enduro

10/11-16	Assen, Holland
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World C'ship Endurance Road Race Series

5/22-23	Catalunya, Spain
6/19-20	Anderstorp, Sweden
7/3-4	Francorchamps, Belgium
7/25	Suzuka, Japan
9/18-19	Paul Ricard, France
10/17	Johor, Malaysia
10/24	Phillip Island, Australia

World C'ship Observed Trials Series

5/23	Gefreen, Germany
5/30	Nepomuk, Czechoslovakia
6/6	Stryszow, Poland
6/27	Bergamo, Italy
7/4	Colombier-le-Vieux, France
7/18	Vieja, Spain
7/25	St. Julian, Andorra
9/5	Vantaa, Finland
9/12	Kinna, Sweden
9/26	Pateley Bridge, England

Trial des Nations

10/2	Kilboney, Ireland
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AMA Grand Nat'l C'ship Series

5/1	Sacramento, CA M
5/8	Pomona, CA HM
5/30	Springfield, IL M
6/5	Mineralwells, WV HM
6/19	Dallas, TX HM
6/26	Lima, OH HM
7/3	Lake Odessa, MI HM
7/10	Hagerstown, MD HM
7/17-18	Syracuse, NY M
7/31	Oklahoma City, OK HM
8/8	Peoria, IL TT
8/11	Rapid City, SD HM
8/21	Indianapolis, IN M
8/28	Mineralwells, WV HM
9/5	Springfield, IL M
9/18	Castle Rock, WA TT
10/2	Sacramento, CA M
10/9	Pomona, CA HM

Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

5/22	Castle Rock, WA TT
6/13	Peoria, IL TT
7/24	Oxford, ME ST
9/11	Bellingham, WA ST

Info 61/891-2425

AMA 883 Nat'l C'ship Dirt Track Series

5/8	Pomona, CA HM
6/5	Mineralwells, WV HM
6/19	Dallas, TX HM
6/26	Lima, OH HM
7/3	Lake Odessa, MI HM
7/10	Hagerstown, MD HM
7/18	Syracuse, NY M
8/11	Rapid City, SD HM
9/5	Springfield, IL M

Info 614/891-2425

AMA Continental Tire 883 Nat'l C'ship Series

6/5	Mineralwells, WV HM
6/9	Milwaukee, WI RR
6/13	Elkhart, WI RR
6/26	Lima, OH HM
8/11	Rapid City, SD HM
10/9	Pomona, CA HM
10/24	Daytona Beach, FL RR

Info 614/891-2425

AMA Regional C'ship Dirt Track Series

5/22	Norwalk, OH HM
5/23	Springfield, OH HM
5/29	Springfield, IL M
5/31	York, PA HM
6/12	Dayton, OH HM
6/25	Orville, OH HM
7/4	Frederick, MD HM
8/27	Greenville, OH HM
9/17	Castle Rock, WA TT

Info 614/891-2425

AMA Camel Supercross Series

5/15	Pasadena, CA
6/5	San Jose, CA
6/12	Las Vegas, NV

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

5/2	Southwick, MA
5/30	Mt. Morris, PA
6/20	Sacramento, CA
7/4	Buchanan, MI
7/11	New Berlin, NY
7/25	Troy, OH
8/1	San Bernardino, CA

Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8	Washougal, WA
8/15	Millville, MN
8/29	Binghamton, NY
9/5	Delmont, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

5/1-2	Charlotte, NC
6/12-13	Elkhart Lake, WI
6/19-20	Loudon, NH
7/17-18	Braseltown, GA
7/31-8/1	Brainerd, MN
8/7-8	Lexington, OH
8/28-29	Sonoma, CA
10/2-3	Atlanta, GA

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

7/11	Hookstown, PA
7/25	S. Edmeston, NY

9/12	Millfield, OH
10/24	Fiat River, MO
11/7	Wickenburg, AZ

AMA Nat'l C'ship Enduro Series

5/2	Navarro, CA
5/23	Perkinson, MS
8/1	Teller City, CO
8/8	Lansing, MI
9/5	New Waverly, TX

Info 614/891-2425

AMA Nat'l Reliability Trials Series

5/9	Stanhope, NJ
5/30	McArthur, OH
6/5-6	Boise, ID
6/11-13	Bellingham, WA
6/26-27	McMinnville, OR

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

5/15	Wells, NV
9/12	Wendover, NV
10/24	Lucerne Valley, CA

Info 614/891-2425

AMA Wiseco/Yamaha/Dunlop Nat'l Cross Country Series

5/2	Boyers, PA
5/16	Brownsville, PA
6/6	Millfield, OH
6/20	Davis, WV
8/29	Laurelville, OH
9/19	Bunner Ridge, WV
10/3	Elkins, WV
10/17	Elizabeth, WV
10/31	Mt. Morris, PA

Info 304/594-1157

AMA Nat'l C'ship Hillclimb Series

5/16	Middlebury, IN
6/6	Jefferson, PA
6/13	Freemansburg, PA
6/20	Avoca, NY
7/11	Logan, OH
8/1	Jefferson, PA
9/12	Freemansburg, PA
9/19	Middlebury, IN
9/26	Jefferson, PA
10/10	Oregonia, OH

Info 614/891-2425

AMA Suzuki Dual Sport Trail Ride Series

5/8-9	Logan, OH
5/22-23	Hillsboro, OR
5/26	Lesterville, MO
6/12-13	Davis, WV
7/10-11	Wofford Hts., CA
8/1-7	Cadillac, MI
8/14-15	Yamhill, OR
9/11-12	Land Between Lakes, KY
9/18-19	Berkshire, NY
9/25-26	Columbus, IN
10/2-3	McArthur, OH
10/9-10	Plymouth, MA
10/9-10	Angels Camp, CA
10/23-24	Cottonwood, AZ
11/26-28	L.A. to Barstow to Las Vegas

Info 614/891-2425

AMA Southeastern Regional MX C'ship Mega Series

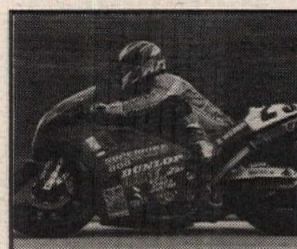
5/2	Macon, GA
5/16	Wytheville, VA
5/22-23	Blountville, TN
6/6	Kingsport, TN
6/13	Blountville, TN
7/4	Axtion, VA
7/10-11	Blountville, TN
7/25	Wytheville, VA
8/1	London, KY
8/22	Blountville, TN
9/12	Blountville, TN
10/23-24	Blountville, TN

Info 615/323-5497

AMA/CCS C'ship Cup Series

5/1-2	Charlotte, NC
5/1-2	MA AHRMA Summit Point, WV
5/8-9	SF SE Talladega, AL
5/8-9	MW GL Beloit, IL
5/8-9	NE Loudon, NH
5/8-9	SC Talladega, AL
5/15-16	SW AHRMA Phoenix, AZ
5/22-23	MW GL Brainerd, MN
5/29-30	SF W. Palm Beach, FL
5/29-30	SE Faulkville, GA
5/29-30	NE Bridgehampton, NY
6/5-6	MW Beloit, IL
6/5-6	SW Las Vegas, NV
6/5-6	SC Topeka, KS

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You've read about them... You've seen them on television...
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Race tips and tales, Performance Seminars, Great Prizes
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The M/S Starward will sail round trip from
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For information, call the AMA Pro Travel Desk at
1-800-AMA-DESK (1-800-262-3375)

If you plan to be at Laguna Seca, April 12-14,
be sure to stop by our Hospitality Center in the Paddock area.
Ship's Registry, Bahamas - Port Taxes and Gratuities Extra.

SUNDAY, MAY 2, 1993
Glen Helen Cycle Park
San Bernardino, CA
Don't Miss It!
Membership Not Required

EACH CLASS RACE 45 MIN.
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

Pee Wee's will run 2 Moto's on a separate track
Practice 9:00 AM 1st Race 10:00 AM
2nd Race 11:00 AM

No post entry penalty for 2nd class entered

MAIL ENTRY	\$20.00
Non-Member	\$25.00
POST ENTRY	\$25.00
Non Member	\$30.00

Mail entries and two (2) legal size self addressed, stamped envelopes (SASE)
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550

Take Hwy 215 N., exit Kendall Ave., cross railroad tracks and follow signs to track.

1993 CRC MEMBERSHIP AVAILABLE
For info call (805) 272-8889

Clean out your garage this weekend with a Cycle News Want Ad.

BADGERS MC
Celebrate Their 24th Anniversary With A
BEST OF THE WEST

Kids Event Saturday
Great T-Shirts Available
District 37 Points Event

MOTHERS' DAY

COP OUT
DUAL EUROPEAN SCRAMBLES
MAY 8 & 9, 1993

• 10% Trophies - each day, plus special trophies for 2 day overall winners in each class based on total points earned both days. In case of tie best finish on second day prevails.

• Motocrossers Welcome, Green Sticker and Spark Arresters Required.
• Entry Fee: \$17.00 one day or \$32 for both days
• No 3 wheelers Allowed.
• No Under 16 Quad Riders.
• Red Mountain - Searles Station Rd. (Off 395)
• District 37 Points Event
• AMA Membership Required.

	9:00	10:30	12:00	1:30	3:00
Sat - A	Ex-Am Sen.-Mag.	Ex-Am Vets	0-175 All	Ex-Am 250	Open All
Sat - B	Nov-Beg Sen.-Mag.	Nov-Beg Vets	Mini, Women Sup.Sen.-all	Nov-Beg 250	Quads

	8:00	9:30	11:00	12:30	2:00
Sun - A	Nov-Beg Sen.-Mag.	Nov-Beg Vets	Mini, Women Sup.Sen.-all	Nov-Beg 250	Quads
Sun - B	Ex-Am Sen.-Mag.	Ex-Am Vets	0-175 All	Ex-Am 250	Open All

For Further Information Contact:
Tom Edmonds (818) 894-1452 John Tompkins (714) 894-2821
Dick Postma (805) 944-4743



Presents

**Ponca City
NMA Amateur National Championship
Area Qualifier**

June 19 & 20, 1993

RICHFIELD, UTAH

\$5,000 Motocross

\$2,000 Added Pro Purse • \$3,000 In Contingency

SCHEDULE OF EVENTS

Gates Open at 6:30 a.m. • Sign Up 6:30 - 8:30 a.m.
Practice 7:00 - 8:30 a.m. (No Late Practice)
Racing 9:00 a.m.

ENTRY FEE'S

USRA Card Required or \$3.00 One Day License
Gate Fee \$5.00 Adults - \$3.00 12 and Under
Expert \$30.00 - 80% Pay Back
Novice and Amateur \$20.00 - 20% Trophies
Minis - Amateur and Novice \$20.00 - 33 1/3 Trophies
Pee Wee \$15.00 - 100% Trophies
T-Shirt And Gift Bag With 2 Day Sign Up

Riders 18 and under must have notarized permission from parents to race

For Information

Evening KEN (801) 896-8581	Daytime MIKE or DENNIS (801) 896-6408 1-800-233-0236	Daytime SHELLY (801) 896-8741
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**CRC CALIFORNIA
RACE SCHEDULE**

100% PRO PAYBACK
Sun., May 2 G.P. Glen Helen
Sun., May 9 MX L.A.C.R.
Sun., May 16 MX Starwest
Sun., May 23 MX Perris

Next Vintage Race
Sun., May 2 G.P. Glen Helen
Open Practice

3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

GMC Race With The Best

Sunday, May 2
Spring Classic 3 Blythe Rwy

Sunday, May 15
Night MX Opener Sunrise

MX Practice S.V.R. May 1, 6, 8, 13, 20, 22, 27
(619) 246-7262 - FAX (619) 246-3353

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**Los Angeles
County Raceway**
Palmdale, CA 93550
INFO: (805) 272-8889

1993 Happenings At The Motocross Track

May 2	Sunday	O.T.O.H.G. MX
May 9	Sunday	CRC MX
May 30	Sunday	CRC MX
May 31	Monday	CRC G.P.

OPEN PRACTICE
3 Tracks: Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Saturday • CRC Membership Required

Sunrise Valley Raceway
Every Thursday & Saturday
Open M/C Practice
9 a.m. to 6 p.m. \$10.00 per Rider
Spectators FREE
Track Prepped & Watered
SVR (619) 246-7262

SHANDON AMA Sanctioned
LIONS **MOTOCROSS** **CLUB**

805 238-1240 **MAY 23RD '93**
20 miles East of Paso Robles, CA
6 miles S.E. of Shandon
805 547-1524 Off Hwy's 41&46 West, follow arrows

CENTRAL COAST
MOTORCYCLE
ASSOCIATION

CALENDAR

6/12-13 Elkhart Lake, WI
6/12-13 MA Summit Point, WV
6/12-13 MW GL Grattan, MI
6/12-13 NE Loudon, NH
6/19-20 Loudon, NH
6/19-20 SW Phoenix, AZ
6/26-27 SF SE AHRMA Braselton, GA
7/3-4 GL Grattan, MI
7/3-4 NE Bridgehampton, NY
7/3-4 SC Topeka, KS
7/10-11 SF W. Palm Beach, FL
7/17-18 Braselton, GA
7/17-18 MA Summit Point, WV
7/17-18 NE Loudon, NH
7/24-25 MW GL AHRMA Beloit, IL
7/31-8/1 Brainerd, MN
7/31-8/1 SF SE Faulkville, GA
7/31-8/1 NE Bridgehampton, NY
8/7-8 Lexington, OH
8/14-15 SF W. Palm Beach, FL
8/21-22 MW AHRMA Beloit, IL
8/28-29 Sears Point, CA
8/28-29 SF SE Talladega, AL
8/28-29 GL AHRMA Grattan, MI
8/28-29 NE Loudon, NH
9/4-5 SF SE Faulkville, GA
9/4-5 NE Bridgehampton, NY
9/4-5 SW Las Vegas, NV
9/11-12 MA Summit Point, WV
9/11-12 MW Beloit, IL
9/18-19 SF W. Palm Beach, CA
9/18-19 SE MA Braselton, GA
9/18-19 NE Loudon, NH
9/18-19 SW Phoenix, AZ
9/25-26 MW GL Grattan, MI
10/9-10 Pomona, CA
10/9-10 NE Loudon, NH
10/9-10 SW Phoenix, AZ
10/17 SF W. Palm Beach, CA
10/17 SC Topeka, KS
10/21-24 Daytona Beach, FL
12/12 SF W. Palm Beach, FL
Info 704/684-4297

**AMA Loretta Lynn's
Qualifying Series**

Northeast Region

5/8-9 Mexico, NY
5/15-16 Elizabeth, NY
5/22-23 Cobleskill, NY
6/12-13 Amateur Regional
Walden, NY
Youth Regional
Armaugh, PA

Southeast Region

5/15-16 London, KY
5/15-16 Iron Station, NC
6/19-20 Youth Regional
Macon, GA
6/26-27 Amateur Regional
Society Hills, SC

Midwest Region

5/1-2 Sugar Grove, OH
5/8-9 Stanton, MI
5/15-16 Mitchell, IN
5/29-30 Millington, MI
6/19-20 Youth Regional
Buchanan, MI
6/26-27 Amateur Regional
Sheridan, IN

North Central Region

5/15-16 Calo, WI
6/12-13 Youth Regional
Lake Mills, WI
6/26-27 Amateur Regional
Columbia, MO

South Central Region

4/18 Tyler, TX
5/2 Rio Vista, TX
6/26-27 Am/Youth Regional
Rio Vista, TX

Southwest Region

5/22 Moreno, CA
6/19 Am/Youth Regional
Moreno, CA

Northwest Region

5/15 Roseburg, OR
5/30 Am/Youth Regional
Washougal, WA
Info 614/891-2425

**NMA Grand Nat'l MX
Qualifiers**

Western

5/23 Moreno Valley, CA
6/5 Moreno Valley, CA
6/20 Moreno Valley, CA
Info 310/868-8112

Blue Grass

5/2 London, KY
5/30 London, KY
6/20 London, KY
7/4 London, KY
Info 606/877-1364

Central

5/2 Great Bend, KS
5/16 Hillsboro, KS
5/30-31 Great Bend, KS
Info 913/842-8272

Midwest

5/9 Coal Valley, IL
5/21 Coal Valley, IL
5/30-31 Kahoka, MO
6/20 Canton, IL

North Central

5/29-30 Bloomingdale, IN
6/12-13 Rochester, MI
6/26-27 N. Webster, IN
Info 616/956-5537

Utah

5/1-2 Ogden, UT
5/22-23 Price, UT
6/19-20 Richfield, UT
Info 801/561-0555

Dakotas

5/16 Monot, ND
5/23 Dickinson, ND
6/6 Beulah, ND
6/20 Farkirk, ND
6/27 Bismark, ND
Info 701/838-1268

Viking

5/2 Kellogg, MN
6/6 Eiko, MN
6/27 Mazeppa, MN
7/11 Mazeppa, MN
Info 612/451-8401

Florida/Georgia

5/9 Wausau, FL
5/15 Dade City, FL
TBA Macon, GA
TBA Dade City, FL
Info 904/562-8670

NorCal

5/2 Carnegie, CA
5/30-31 Hollister, CA
6/13 Hollister, CA
6/27 Metcalf, CA
Info 408/238-8208

Carolinas

5/2 Iron Station, NC
5/16 Hardeeville, SC
6/6 Iron Station, NC
6/19 Hardeeville, SC
Info 706/860-0653

Cimarron

5/2 Oklahoma City, OK
6/6 Elk City, OK
6/13 Oklahoma City, OK
6/27 Elk City, OK
Info 405/733-0341

Finger Lakes

5/16 Rock Glen, NY
5/23 Binghamton, NY
5/23 Clifton, PA
6/20 Clifton, PA
Info 607/737-1904

Northwest

5/16 Bozeman, MT
5/30-31 CDA, ID
6/12-13 Washougal, WA
Info 208/667-7905

Southwest

5/2 Albuquerque, NM
6/6 TRC, NM
6/13 Albuquerque, NM
Info 505/281-8094

Rocky Mountain

5/9 Pueblo, CO
5/30 Aztec, CO
6/20 Erie, CO
6/27 Aztec, CO
Info 303/745-4383

Eastern

5/9 Aquasco, MD
5/30 Aquasco, MD
6/12 Aquasco, MD
6/20 Aquasco, MD
Info 410/866-5438

Silver State

6/4 Carson City, NV
6/11 Carson City, NV
6/18 Carson City, NV
6/25 Carson City, NV
Info 702/267-4392

Arizona

5/1 Tucson, AZ
5/8 Phoenix, AZ
5/15 Tucson, AZ
5/22 Phoenix, AZ
6/19 Yuma, AZ
6/26 Glendale, AZ
Info 602/437-5767

Dixie

5/1 Bessemer, AL
5/15 Bessemer, AL
6/5 Bessemer, AL
6/19 Bessemer, AL
Info 205/477-6848

Nebraska

5/23 Ashland, NE
6/12 Ashland, NE
6/26-27 Ashland, NE
Info 402/572-7196

Ohio

5/15 Malvern, OH
5/22 Malvern, OH
6/12 Malvern, OH
6/26 Malvern, OH
Info 216/262-4945

Ozarks

5/8 Tulsa, OK
5/23 Ft. Smith, AR
5/31 Little Rock, AR
Info 918/486-1155

Texas

5/1 Bastrop, TX
5/8 Burleson, TX
6/5 Whitney, TX
Info 214/680-2650

Appalachian

5/9-10 Mt. Morris, PA
5/23 Delmont, PA

6/6 Parkersburg, WV
Info 412/836-2407

New England

5/29-30 Derby, VT
6/12-13 S. Berwick, ME
6/20 Claverack, NY
Info 508/584-1451

**NMA Grand Nat'l MX
C'ship**

8/3-7 Ponca City, OK
Info 310/868-8112

**WERA Pro Road Race
Series ***

5/14-16 Braselton, GA
6/4-6 Kent, WA
7/10-11 Rosamond, CA
7/23-25 Clermont, IN
8/13-15 Pocono, PA
10/28-31 Braselton, GA
* Tentative
Info 916/582-0451

**WERA Nat'l C'ship
Series**

Mid-Atlantic Region

5/1-2 Garretttsville, OH
5/22-23 Summit Point, WV
6/5-6 Garretttsville, OH
6/19-20 Long Pond, PA
7/31-8/1 Rockingham, NC
8/7-8 Summit Point, WV
8/13-15 Long Pond, PA
9/4-5 Garretttsville, OH
10/2-3 Garretttsville, OH
10/9-10 Summit Point, WV

Southeast Region

5/8-9 Faulkville, GA
6/5-6 Talladega, AL
7/3-4 Talladega, AL
7/17-18 Faulkville, GA
7/31-8/1 Rockingham, NC
8/13-15 Long Pond, PA
8/27-29 Millington, TN
9/18-19 Faulkville, GA
10/2-3 Talladega, AL
10/15-17 Faulkville, GA

Mid-Central Region

5/22-23 Hallett, OK
6/19-20 Hallett, OK
7/10-11 Mt. Meridan, IN
7/31-8/1 E. St. Louis, IL
8/13-15 Long Pond, PA
8/27-29 Millington, TN
9/4-5 E. St. Louis, IL
9/18-19 Hallett, OK
10/2-3 Talladega, AL
10/16-17 Hallett, OK

North Central Region

5/8-9 Grattan, MI
5/22-23 Mt. Meridan, IN
6/26-27 Grattan, MI
7/10-11 Mt. Meridan, IN
7/31-8/1 E. St. Louis, IL
8/13-15 Long Pond, PA
9/4-5 E. St. Louis, IL
9/11-12 Grattan, MI
10/2-3 Garretttsville, OH
10/9-10 Mt. Meridan, IN

South Central Region

5/1-2 Henderson, TX
5/22-23 College Station, TX
6/26-27 Henderson, TX
7/24-25 College Station, TX
8/13-15 Long Pond, PA
8/21-22 Hallett, OK
8/27-29 Millington, TN
9/11-12 College Station, TX
10/16-17 Henderson, TX

**WERA Grand Nat'l
Final**

10/27-31 Braselton, GA
Info 803/681-9372

**WERA Nat'l
Endurance Series**

5/15 Braselton, GA
5/22 Mt. Meridan, IN
6/5 Kent, WA
6/26 Grattan, MI
7/3-4 Garretttsville, OH
7/24 Clermont, IN
8/28 Millington, TN
9/11 College Station, TX
10/16 Faulkville, GA
10/30 Braselton, GA

**WERA Nat'l Vintage
Series**

5/2 Henderson, TX
5/8 Grattan, MI
5/8 Faulkville, GA
5/22 Summit Point, WV
5/23 Hallett, OK
6/5 Garretttsville, OH
6/19 Long Pond, PA
6/27 Hallett, TX
7/3 Talladega, AL
7/10 Mt. Meridan, IN
7/17 Faulkville, GA
7/25 College Station, TX
7/31 Rockingham, NC
8/7 Summit Point, WV
9/4 Garretttsville, OH
9/4 E. St. Louis, IL
9/12 College Station, TX
9/19 Summit Point, WV
10/9-10 Mt. Meridan, IN
10/28 Final Braselton, GA

AHRMA Historic Cup Series

5/1 Summit Point, WV
5/15 Phoenix, AZ
6/5 Las Vegas, NV
6/12 Seattle, WA
6/26 Atlanta, GA
7/3-4 London, NH
7/24 Beloit, IL
8/28 Grattan, MI
9/18 Steamboat Springs, CO
10/9-10 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series

7/3-4 London, NH
8/28 Grattan, MI
9/18 Steamboat Springs, CO
Info 715/842-9699

AHRMA/Vintage Iron Nat'l MX Series

5/1-2 Tyler, TX
5/22 Budds Creek, MD
6/5 Hurricane Hills, PA
6/12 Blountville, TN
6/27 Eugene, OR
7/17 Linnville, OH
7/31 San Bernardino, CA
8/7 Southwick, MA
8/28-29 Colmesnil, TX
9/17 Steamboat Springs, CO
9/25 Buchanan, MI
10/16-17 Hollister, CA
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series

6/12 Seattle, WA
10/9-10 Talladega, AL
Info 715/842-9699

AHRMA Northeast MX C'ship Series

5/22 Budds Creek, MD
6/5 Hurricane Hills, PA
7/10 Thunder Ridge, NY
7/25 Sleepy Hollow, PA
8/7 Southwick, MA
9/5 Raceway Park, NJ
9/26 Southwick, MA
Info 201/767-9654

AHRMA Southeastern MX Series

6/12 Blountville, TN
8/14 Ocala, FL
10/2 Dade City, FL
Info 715/842-9699

AHRMA Midwest MX Series

5/16 Casey, IL
6/6 Denmark, WI
7/11 Aztalan, WI
7/17 Linnville, OH
8/15 Antioch, IL
9/25 Buchanan, MI
10/9 Aztalan, WI
Info 414/684-4331

AHRMA West Regional Series

5/9 Tulare, CA
6/27 Eugene, OR
7/31 San Bernardino, CA
9/26 Fernley, NV
10/3 Palmdale, CA
10/17 Hollister, CA
11/7 Tulare, CA
Info 805/832-1955

AHRMA NorCal MX Series

5/16 Dixon, CA
9/26 Fernley, NV
10/17 Hollister, CA
Info 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series

5/23 Dallas, TX
6/5 Lembo Lake, NY
7/17 Linnville, OH
8/11 Sturgis, SD
8/21 Lake Odessa, MI
9/15 Steamboat Springs, CO
10/2-3 Weedsport, NY
10/9-10 Dallas, TX
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series

5/15 Polo, IL
8/7 Toronto, OH
9/11-12 Beaumont, KS
9/16 Steamboat Springs, CO
10/10 White City, IL
10/23 Newnan, GA
Info 715/842-9699

Vintage Dirt Track Racers Assn. Series

5/30-31 TT Kanopolis Lake, KS
6/12-13 ST Wichita KS
6/19-20 ST Sioux Falls, SD

6/26 HM Howard Lake, MN
7/10-11 HM Sturgis, SD
8/1 HM Oklahoma City, OK
8/2-3 HM Wakeeney, KS
8/8 HM Hutchinson, KS
8/9-10 HM Stockton, KS
9/3 HM Davenport, IA
Info 918/445-0671

AHRMA Mid-Atlantic Vintage Trials Series

5/15-16 Toronto, OH
5/30 Farrandville, PA
7/18 Mainesburg, PA
8/7 Toronto, OH
10/10 Toughkenamon, PA
Info 410/775-7209

AHRMA Mid-America Vintage Trials Series

5/15 Polo, IL
6/5 Anamosa, IA
7/11 Theilman, MN
8/29 Wauzeka, WI
10/10 White City, IL
Info 715/842-9699

USCRA Vintage Road Race Series

5/8-9 London, NH
6/14 Loudon, NH
7/2-4 Loudon, NH
8/21-22 Mosport, Ont., CAN
9/4-5 Bridgehampton, NY
9/17-18 Bridgehampton, NY
Info 603/239-6778

SETRA C'ship Enduro Series

5/2 Olustee, FL
5/30 Richloam, FL

SETRA C'ship Hare Scrambles Series

5/1 Charlotte, NC
5/23 Maxeys, GA

ECEA C'ship Enduro Series

5/2 New Gretna, NJ
5/9 Stanhope, NJ
5/30 New Philadelphia, PA
6/6 Whiteford, DE
6/27 Hobbie, PA
7/18 Blain, PA
8/8 Middlebury Center, PA
8/15 Speedville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 West Greenwich, RI
10/3 Greenbank, NJ
10/17 New Lisbon, NJ
10/31 Bear, DE
11/14 Warren Grove, NJ
Info 609/657-6338

ECEA C'ship Hare Scrambles Series

6/6 Exeter, RI
6/20 Morgantown, PA
7/25 Fair Hills, MD
8/22 Reading, PA
9/5 Ft. Indiantown Gap, PA
Info 908/657-6338

ECEA Dual Sport Series

5/16 Woodland Twp., NJ
5/23 Greenbank, NJ
6/12-13 Nat'l Shippensburg, PA
6/20 Reading, PA
7/11 Ottsville, PA
8/1 New Lisbon, NJ
8/22 Ridge, L.I., NY
10/10 Indian Mills, NJ
Info 908/657-6338

NETRA C'ship Enduro Series

5/2 Freetown, MA
5/30 Wrentham, MA
6/13 Somers, CT
7/25 Webster, MA
8/1 New Boston, MA
8/8 Adams, MA
9/12 Windsor, MA
9/26 W. Greenwich, RI
10/3 Wrentham, MA
10/24 Chester, CT
11/7 Stafford, CT
11/21 W. Warren, MA
Info 908/657-6338

NETRA C'ship Hare Scrambles Series

5/23 Fishouse, NY
6/6 S. Greenwich, RI
6/27 Thomaston, CT
7/11 Union, CT
7/18 Windsor, MA
8/15 Union, CT
8/22 Temple, NH
8/29 Cheshire, MA
9/19 Petersburgh, NY
9/26 S. Edmeston, NY
10/10 Fishouse, NY
10/16-17 Bourne, MA
Info 203/875-5757

NETRA Observed Trials Series

5/2 Wrentham, MA
5/16 Meriden, CT

6/13 Escoheag, RI
7/18 Meriden, CT
7/25 Portsmouth, NH
9/5 Escoheag, RI
10/3 Ware, NH
Info 508/429-7675

NETRA C'ship Turkey Run Series

5/16 Exeter, RI
6/5-6 Henniker, NH
7/3-4 Fishouse, NY
7/11 Adams, MA
8/15 Newport, NH
8/22 Gardner, MA
8/29 Washington, MA
9/5 Allenstown, NH
9/12 Swiftwater, NH
9/19 New Boston, MA
10/9-10 Plympton, MA
10/17 Winchendon, MA
10/31 Central Village, CT
11/7 Berlin, MA
11/28 Plympton, MA
12/12 Plympton, MA
Info 203/875-5757

NETRA Jr. Enduro Series

5/22 Fishouse, NY
6/26 Thomaston, CT
7/10 Union, CT
8/14 Union, CT
8/21 Webster, MA
9/18 Brimfield, MA
10/16 Bourne, MA
Info 203/875-5757

ECEA C'ship Motocross Series

5/9 Middleboro, MA
5/16 Southwick, MA
5/23 Central Village, CT
5/30-31 Lewiston, ME
6/6 Southwick, MA
6/13 Middleboro, MA
6/20 Southwick, MA
6/27 Central Village, CT
7/4-5 Lewiston, ME
7/18 Southwick, MA
7/25 Middleboro, MA
8/1 Southwick, MA
8/8 Middleboro, MA
8/15 Lewiston, ME
8/22 Central Village, CT
8/29 Southwick, MA
9/5-6 Lewiston, ME
9/12 Southwick, MA
9/19 Middleboro, MA
9/26 Central Village, CT
10/3 Southwick, MA
10/10 Middleboro, MA
10/17 Southwick, MA
10/24 Middleboro, MA
10/31 Middleboro, MA
Info 413/772-0685

MO Hare Scrambles C'ship Series

5/2 Jefferson City, MO
5/16 Stanton, MO
6/13 Collins, MO
7/18 Russellville, MO
8/8 Sedalia, MO
8/22 Collins, MO
8/29 Jefferson City, MO
9/19 Canton, MO
10/17 Jefferson City, MO
10/24 (Nat'l) Flat River, MO
Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series

5/22-23 Bristol, TN
6/19-20 Leicester, NY
7/17-18 Columbus, OH
8/7-8 Norwalk, OH
8/28-29 Ennis, TX
10/22-24 Memphis, TN
Info 205/849-7886

AMRA All Harley Drag Series

5/22-23 Memphis, TN
6/6 Nashville, TN
6/12-13 Union Grove, WI
6/26-27 Denver, CO
7/3-4 Humbolt, IA
7/17-18 Clarksville, TN
7/31-8/1 Farmington, NC
8/14 Mesick, MI
8/21-22 Fairmont, IL
8/29 Benton, MO
9/5 Avilla, IN
9/18-19 Morocco, IN
10/2-3 Bowling Green, KY
Info 708/250-0838

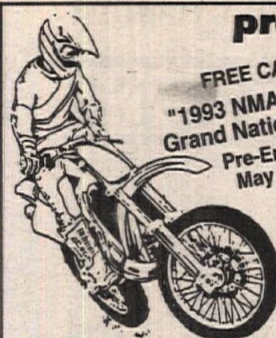
NMRA Drag Racing Series

5/8 Wittman, AZ
6/5-6 Sonoma, CA
7/17 Palmdale, CA
8/14 Bakersfield, CA
9/18 Las Vegas, NV
11/20 Palmdale, CA
Info 805/944-5454

ProStar Drag Racing Series

4/30-5/2 Rockingham, NC
6/4-6 Alco, NJ
7/9-11 North Wilkesboro, NC
8/20-22 Indianapolis, IN
9/3-5 Alco, NJ
9/9-12 Alco, NJ

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Sat., May 8	IKF Championship (Karts)	2:00 P.M.
Sun., May 9	Open MX Practice & Dealer MX Series	6:30 A.M.
Wed., May 12	Speedway thru 9/25/93	6:30 P.M.
Sat., May 15	Open Kart Practice & Open MX Practice	8:00 A.M.
Sun., May 16	Double Cross GP & Open MX Prac.	6:30 A.M.
Sat., May 22	Open MX Practice	8:00 A.M.
Sat., May 22	Speedway Kart Series Race	2:00 P.M.

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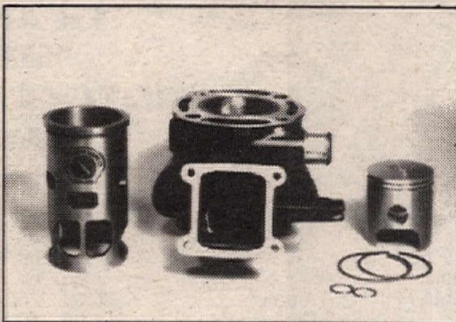
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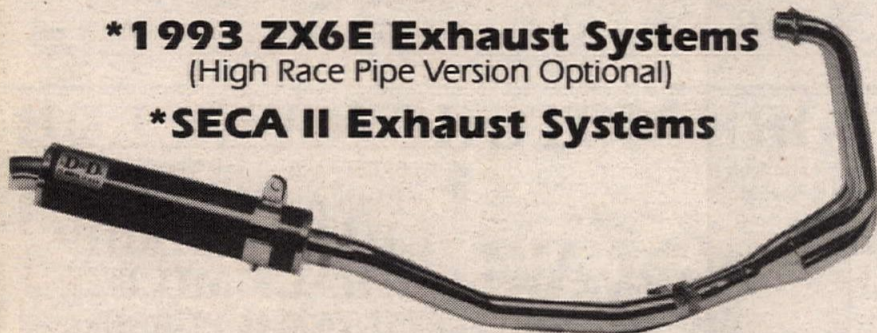


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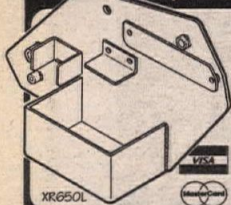
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May 14 Handicap & Scratch Racing

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SRA GP California Schedule

Members Non Members
May 23 Glen Helen
June 13 Glen Helen
July 18 Carlsbad
Info (714) 957-2985

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CALENDAR

10/15-17 Huntsville, AL
11/17-18 Gainesville, FL
Info 609/768-4624

SERA Enduro Series

5/2 Saucier, MS
5/23 Wiggins, MS
7/11 Meridan, MS
7/25 Goodman, MS
8/8 Breezy Hill, LA
8/22 Lake Nimrod, AR
9/19 Gatesville, MS
10/3 Jamison, AL
11/7 Maplesville, AL

SERA Hare Scramble Series

5/22 Wiggins, MS
6/27 Maplesville, AL
9/5 Clanton, AL
10/17 Tupelo, MS
TBA Couchata, LA
TBA Jonesboro, LA

FMC Motocross Series

5/1 Hardeeville, SC
5/9 Reddick, FL
5/16 Orlando, FL
5/23 Ocala, FL
5/30 Dade City, FL
6/6 Orlando, FL
6/13 Reddick, FL
7/3 Hardeeville, SC
7/11 Reddick, FL
7/17 Dade City, FL
7/25 Ocala, FL
8/1 Orlando, FL
8/22 Ocala, FL
8/28 Dade City, FL
9/5 Ocala, FL
9/12 Reddick, FL
Info 904/721-7520

LISC Motocross Series

5/15 Bridgehampton, NY
9/18 Bridgehampton, NY
10/9 Bridgehampton, NY
10/23 Bridgehampton, NY
11/6 Bridgehampton, NY
11/20 Bridgehampton, NY
Info 516/728-7727

NY State C'ship Hare Scrambles Series

5/23 Little Genesee, NY
6/6 Cattaraugus, NY
6/20 Speedville, NY
7/25 South Edmeston, NY
8/1 Little Genesee, NY
8/29 Rew, PA
9/12 Ellenville, NY
9/26 South Edmeston, NY
10/10 Maple View, NY
10/24 Gowanda, NY
Info 315/895-7654

WNYSC Motocross Series

5/2 Auburn, NY
5/9 Hunt, NY
5/16 Silver Springs, NY
5/23 Palmyra, NY
5/30 Auburn, NY
6/6 Batavia, NY
6/13 Auburn, NY
6/20 Palmyra, NY
6/27 Palmyra, NY
7/4 Auburn, NY
7/11 Batavia, NY
7/18 Silver Springs, NY
7/25 Hunt, NY
8/1 Palmyra, NY
8/8 Hunt, NY
8/15 Silver Springs, NY
8/22 Palmyra, NY
9/5 Hunt, NY
9/12 Silver Springs, NY
9/19 Batavia, NY
9/26 Palmyra, NY
10/3 Hunt, NY
10/10 Silver Springs, NY
10/17 Auburn, NY
10/24 Batavia, NY

CRA Spring Hare Scramble Series

5/9 Uhrichville, OH
Info 216/729-4093

CRA Spring MX Series

5/2 Salem, OH
5/16 Amherst, OH
5/23 Ravenna, OH
Info 216/636-5505

CRA Vintage MX Series

5/2 Salem, OH
6/27 New Philadelphia, OH
7/31 Linnesville, PA
TBA Medina, OH
9/12 Ravenna, OH
10/17 Amherst, OH
Info 216/636-5505

CRA Fall MX Series

9/12 Ravenna, OH
9/19 Salem, OH
9/25 Linnesville, PA
10/17 Amherst, OH
10/24 Malvern, OH
Info 216/636-5505

CRA C'ship Road Race Series

5/8-9 Brainerd, MN

6/19-20 Brainerd, MN
7/17-18 Brainerd, MN
9/18-19 Brainerd, MN
Info 612/332-4070

AMA Hot Summer Nights Series

5/8 Knoxville, TN
6/5 Knoxville, TN
6/19 Knoxville, TN
7/3 Knoxville, TN
7/17 Knoxville, TN
8/7 Knoxville, TN
8/21 Knoxville, TN
9/4 Knoxville, TN
Info 615/573-5425

Virginia C'ship Hare Scrambles Series

5/2 Surry, VA
5/16 Budds Creek, MD
5/23 Rural Retreat, VA
6/13 Ivor, VA
6/27 Pulaski, VA
9/5 Dillwyn, VA
9/19 Middlebrook, VA
10/3 Martinsville, VA
10/17 Newport News, VA
11/7 Surry, VA
Info 804/255-4620

Sabine Enduro Circuit

5/23 Wiggins, MS
7/25 Goodman, MS
8/8 Dry Prong, LA
8/22 Lake Nimrod, AR
9/5 New Waverly, TX
10/3 Nacogdoches, TX
10/17 Oklahoma City, OK
11/7 Muenster, TX
Info 903/845-3553

Black-Jack Enduro Circuit

5/9 Chadwick, MO
5/23 Flat River, MO
6/13 Bunch, OK
7/25 Goodman, MS
8/8 Breezy Hill, LA
8/22 Foursche Junction, AR
9/5 Gainesville, TX
9/19 Stillwater, OK
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 316/342-4436

RMEC C'ship Enduro Circuit

5/2 Chadron, NE
5/30 Limon, CA
6/13 Buena Vista, CO
7/11 Rand, CO
8/1 Woodland Park, CO
8/8 Steamboat Springs, CO
9/19 Stillwater, OK
9/26 Buena Vista, CO
10/3 Cloudcroft, NM
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 307/742-4136

OMRRA Road Race Series

5/22-23 Portland, OR
7/18 Portland, OR
8/7-8 Portland, OR
9/25-26 Portland, OR
10/17 Portland, OR
Info 503/221-1487

Canadian Supercross Series

5/1 Toronto, Ontario
8/21 Montreal, Quebec
Info 416/363-9035

CMA Canadian Nat'l C'ship Cross Country Series

5/9 Kelowna, B.C., CAN
5/30 Kamloops, B.C., CAN
6/20 Ashcroft, B.C., CAN
7/4 Calgary, Alta, CAN
8/1 Racehorse Creek, Alta, CAN
8/15 Lethbridge, Alta, CAN

CMA Canadian Nat'l C'ship Hare Scrambles Series

8/29 Drayton, Ont., CAN
9/12 Lethbridge, Alta, CAN
9/26 Base Borden, Ont., CAN
10/3 Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series

9/18-19 Bobcaygeon, Ont., CAN
10/24 Primrose, Ont., CAN
Info 416/522-5705

International Old Timers MX Association Series

5/1-2 Marysville, CA
5/29-30 Richland, WA
6/5-6 Edmonston, AL, CAN
6/19-20 Mammoth Mountain, CA
7/3-4 Mission, B.C., CAN
7/31-8/1 TBA, OR
8/14-15 Rock Springs, WY
9/4-5 Fernley, NV
9/11-12 Huron, CA
Info 209/688-3949

USBA Road Race Series

5/1-2 Salt Lake City, UT
5/22-23 Salt Lake City, UT
6/19-20 Salt Lake City, UT
7/11 Salt Lake City, UT
7/25 Salt Lake City, UT
8/15 Salt Lake City, UT
8/22 Salt Lake City, UT
9/11-12 Salt Lake City, UT
9/25-26 Salt Lake City, UT
Info 801/535-4625

IERA Hare Scrambles Series

5/16 Winterset, IA
5/23 Anamosa, IA
6/6 Dow City, IA
7/11 Fremont, IA
9/26 Thurman, IA
10/10 Hills, IA
Info 515/795-3440

IERA Enduro Series

6/13 Fremont, IA
8/29 Stratford, IA
9/19 Winterset, IA
10/3 Barlett, IA
10/24 Reinbeck, IA
Info 515/795-3440

Golden Crown of Baja Off Road Desert Race Series

5/14-16 Gran Carrera de Tecate Tecate, B.C., MEX
6/25-27 Gran Carrera de Mexicali Mexican, B.C., MEX
7/23-25 Gran Carrera de Ensenada Ensenada, B.C., MEX
9/17-19 G.C. de Campeonos San Felipe, B.C., MEX
Info 818/340-5750

Grans Prix de Baja Series

5/1 Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
6/12 Tecate Gran Prix Tecate, B.C., MEX
8/14 Ensenada Gran Prix Ensenada, B.C., MEX
10/16 Rio Colorado/Puerto Penasco Sonora, MEX
11/20 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series

5/23 Rosarito, B.C., MEX
8/15 Rosarito, B.C., MEX
10/3 Rosarito, B.C., MEX
12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

CMRA Road Race Series

5/1-2 Henderson, TX
5/22-23 College Station, TX
6/26-27 Henderson, TX
7/24-25 College Station, TX
8/21-22 Hallett, OK
9/11-12 College Station, TX
10/16-17 Henderson, TX
Info 713/342-9032

Texas Cross Country Assn. Series

5/2 Montague, TX
5/16 Gholson, TX
5/30 Lake Whitney, TX
6/13 St. Joe, TX
6/27 Muenster, TX
8/29 Terrell, TX
9/12 High Grove, TX
9/26 Montague, TX
10/10 Decatur, TX
10/24 Euless, TX
Info 817/346-1132

Oklahoma Cross Country Assn. Series

5/2 Bunch, OK
5/16 Elk City, OK
6/6 Ardmore, OK
6/27 Pooleville, OK
8/29 Pooleville, OK
9/12 Ardmore, OK
9/26 Oklahoma City, OK
10/10 Stillwater, OK
10/24 Braggs, OK
11/7 Oklahoma City, OK
Info 405/386-6088

WSMC/Willow Springs Road Race Series

5/15-16 Rosamond, CA
6/19-20 Rosamond, CA
7/17-18 Rosamond, CA
8/14-15 Rosamond, CA
9/18-19 Rosamond, CA
10/16-17 Rosamond, CA
11/20-21 Rosamond, CA
12/18-19 Rosamond, CA
Info 805/256-1234

MTEG Stadium Off-Road Series

5/1 Tempe, AZ
5/8 Pasadena, CA
6/26 Salt Lake City, UT
9/TBA Las Vegas, NV
10/TBA Denver, CO

10/TBA San Francisco, CA
Info 714/938-4100

ATA C'ship Observed Trials Series

5/9 McCain Valley, CA
5/30 Little Rock Canyon, CA
6/12-13 Big Bear, CA
9/12 Cactus Flat, CA
10/10 Corral Canyon, CA
10/31 Lucerne Valley, CA
11/28 Lucerne Valley, CA
Info 213/259-6631

Southeastern Trials Riders Assn. Series

5/15-16 Fairview, NC
6/12-13 Carrollton, KY
7/17-18 Chattanooga, TN
8/21-22 Livingston, KY
9/11-12 Soddy Daisy, TN
9/25-26 Griffin, GA
10/23-24 Newman, GA
11/13-14 Belvedere, TN
Info 615/842-8288

GFI/MTEG/AMA Amateur SX Series

5/16 Los Angeles, CA
6/13 Las Vegas, NV

AFM Road Race Series

5/8-9 Sonoma, CA
5/29-30 Sonoma, CA
7/10-11 Sonoma, CA
8/7-8 Sonoma, CA
9/4-5 Sonoma, CA
9/25-26 Sonoma, CA
10/10 Sonoma, CA
Info 510/537-8208

AMRRA Mini Road Race Series

5/2 Riverside, CA
6/6 Rosamond, CA
7/2-4 World C'ship Riverside, CA
8/8 Rosamond, CA
8/20-22 Can-Am Challenge
Batavia, NY
10/3 Rosamond, CA
11/7 Riverside, CA
12/4-5 Riverside, CA
Info 310/516-8666

Nor Cal YSR C'ship Series

5/16 Sacramento, CA
6/20 Sacramento, CA
7/25 Sacramento, CA
8/22 Sacramento, CA
9/19 Sacramento, CA
10/17 Sacramento, CA
11/17 Sacramento, CA
Info 916/485-9200

CMRRA YSR Road Race Series

5/8-9 Las Vegas, NV
5/16 Palomar, CA
6/5-6 Bakersfield, CA
6/13 Palomar, CA
7/3-4 Palomar, CA
7/24-25 Bakersfield, CA
8/6-7 Las Vegas, NV
8/27-29 Reno, NV
9/4-5 Palomar, CA
10/10 Palomar, CA
11/6-7 Bakersfield, CA
11/14 Palomar, CA
12/4-5 Palomar, CA
Info 714/891-0187

CMC Sunstar Sprockets Spring Classic MX Nat'l's

5/2 S Blythe, CA
5/8 N Marysville, CA
5/22 N Marysville, CA
5/23 S Ramona, CA
5/29-30 Final Adelanto, CA
Info 619/246-7262

CMC Trans-Cal MX Nat'l's

8/14 N Sacramento, CA
8/22 S Adelanto, CA
8/29 N Carson City, NV
8/29 S Ramona, CA
9/4 N Marysville, CA
9/5 S Temecula, CA
9/5 O Albany, OR
9/19 O Eugene, OR
9/25 N Marysville, CA
9/26 S Adelanto, CA
9/26 O Albany, OR
10/2-3 Final Adelanto, CA
Info 619/246-7262

WMRRA Road Race Series

5/14-16 Seattle, WA
6/13 Seattle, WA
8/15 Seattle, WA
9/12 Seattle, WA
10/3 Bremerton, WA
10/24 Seattle, WA
Info 206/972-4499

Sound of Thunder Four-Stroke Series

5/2 Perris, CA

5/23 Carlsbad, CA
6/20 Sacramento, CA
7/31 San Bernardino, CA
9/10 Mammoth Lakes, CA
Info 209/832-7168

WRA Road Race Series

5/8-9 Las Vegas, NV
6/5-6 Bakersfield, CA
7/3-4 Las Vegas, NV
7/24-25 Bakersfield, CA
8/7-8 Las Vegas, NV
11/6-7 Bakersfield, CA
11/20-21 Las Vegas, NV
Info 209/723-9454

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30	31					

* Denotes Pro Payback

April 28

MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.

April 29

WASHINGTON MOTOCROSS
* CMC/Mt. Baker M.C. Hannegan Raceway, Bellingham Info 206/241-6071 or 398-8030.

April 30

CALIFORNIA MOTOCROSS
GFI Racing North/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.

CALIFORNIA SPEEDWAY
* Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.

CALIFORNIA TT SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.

CALIFORNIA MOTOCROSS
Roseville Cycle Series. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.

CALIFORNIA SPEEDWAY
SRA/Fast Fridays, Inc. Gold Country Fairgrounds, Auburn. Info 916/632-3278.

DELAWARE MOTOCROSS
DE Motor Sports, Inc. Seaford Speed-way, Seaford. Info 302/335-4386.

MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/2829-2100.

PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.

TEXAS MOTOCROSS
* Mosier Valley MX Park, Euless Info 817/540-0815.

April 30-May 2

NORTH CAROLINA DRAGS
ProStar Drag Racing Series. Springnationals. Rockingham Int'l Dragway, Rockingham. Info 609/768-4624.

May 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

ARIZONA MOTOCROSS
GFI Arizona Series. Mountain View Raceway, Mountain View. Info 602/437-5767.

CALIFORNIA SHORT TRACK
Glen Helen OHV Park, San Bernardino. Info 909/384-9342.

CALIFORNIA ENDURO
AMA/D-36/CERA/Rock Creek Training Wheels M.C. Family Enduro. Eldorado Nat'l Forest, Georgetown. Info 510/651-4908.

CALIFORNIA MOTOCROSS
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.

CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.

CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 408/779-1036 or 862-1461.

CANADA SUPERCROSS
Canadian SX Series (250). SkyDome, Toronto, Ontario. Info 416/363-9035.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
West FL MX Park, Milton. Info 904/994-2884 or 623-6038.

GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 706/278-1620 or 278-2868.

KENTUCKY MOTOCROSS
Pilot Hill MX, Irvine-Ravenna. Info 606/723-4303.

MICHIGAN GRAND PRIX
Baja Acres MX GP. Millington. Info 517/871-3356.

NORTH CAROLINA HARE SCRAMBLES
SETRA C'ship Series. Speedway 100 Hare Scrambles. Charlotte. Info 704/872-1820.

OHIO POKER RUN
CMCA/D-12/Glass City M.C. Poker Run/Vintage Bike Show. Shamrock Kawasaki, Genoa. Info 419/666-8413 or 855-3775.

OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.

OHIO SPEEDWAY/SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.

OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway. Oklahoma City. Info 405/751-6616.

PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.

SOUTH CAROLINA MOTOCROSS
FMC Series. Low Country MX, Hardeeville. Info 947/21-7520.

TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.

TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

WASHINGTON SHORT TRACK
* AMA. Mt. Baker M.C., Hannegan Speedway, Bellingham. Info 206/733-1894.

WISCONSIN DRAGS
NHRA Jr. Drags Racing League. Great Lakes Dragaway, Union Grove. Info 818/914-4761.

May 1-2

CALIFORNIA DUAL SPORT
AMA/D-37/Countdown. Beatty 400 Dual Sport Ride. Lone Pine to Beatty, NV and back. Info 818/348-8381.

CALIFORNIA GRAND PRIX
Sunland Shamrocks M.C. 7th Annual GP. Sunrise Cycle Park, Adelanto. Info 818/767-4594.

UTAH ROAD RACE
Sprint Race #1/Tune & Test. Utah Sport Bike Assn. Bonneville Raceway, Salt Lake City. Info 801/535-4625.

May 2

CALIFORNIA SCRAMBLES
Hollister Hills of Road Assn. Family Fun Scramble. Hollister Hills SVRA, Hollister. Info 408/683-0508.

CALIFORNIA DUAL SPORT
AMA/D-36/Ridgerunners M.C. of Santa Cruz. Watsonville 250, Watsonville. Info 408/724-3595.

CALIFORNIA GRAND PRIX
* CRC. Glen Helen OHV Park, San Bernardino. Info 909/384-9342.

CALIFORNIA MOTOCROSS
* CMC/Sunstar Sprockets Spring Classic #3. Blythe Raceway, Blythe. Info 619/246-7262.

CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Raceway, Bakersfield. Info 805/399-7877.

CALIFORNIA MINI ROAD RACE
AMRRA Road Race Series. Adams Kart Track, Riverside. Info 310/516-8666.

CALIFORNIA ROUGH SCRAMBLES
* AMA/D-36/Abnormal Promotions Northern Calif. C'ship R.S. Series #4. Stockton Fairgrounds, Stockton. Info 209/838-3200.

CALIFORNIA YSR ROAD RACE
* CMRRA. Bakersfield Raceway, Bakersfield. Info 714/891-10187.

CALIFORNIA MOTOCROSS
Motowest Racing Ent./GFI. Carnegie Cycle Park, Tracy. Info 408/238-8208 or 637-2073.

CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 209/524-7013.

COLORADO MOTOCROSS
SRAC/Rocky Mountain Promotions. Erie. Info 303/477-5333 or 933-7722.

FLORIDA ENDURO
SETRA C'ship Series. Battlecreek Enduro. Olustee. Info 904/731-8844 or 268-5968.

FLORIDA MOTOCROSS
GrandAm Series. Club Motosport, Clewiston. 407/368-5882.

GEORGIA MOTOCROSS
AMA S.E. Regional C'ship Mega Series/GA State C'ship. Echeconnee MX, Macon. Info 615/323-5497.

IDAHO MOTOCROSS
* Spring Series. Huettner MX Park,

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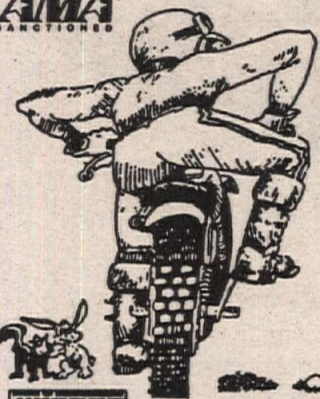
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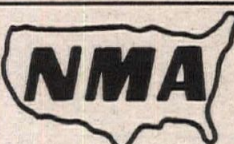
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Sat., May 8 GFI Super Saturday Morning MX Perris
Sat., May 15 No Race
Sun., May 16 GFI/MTEG/AMA Am. SX Series Rd. 3 Pasadena

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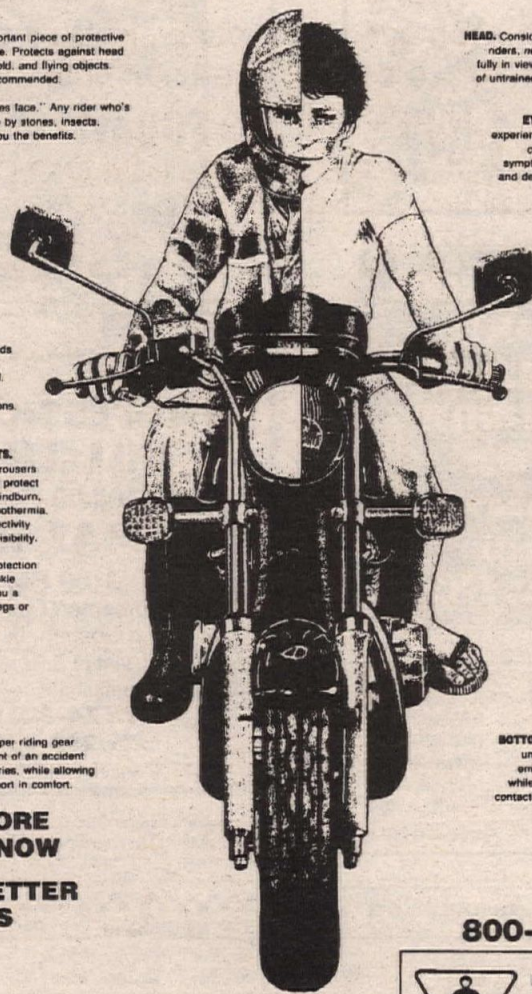
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FLIP FLOPS. Terminology for what sandals, toes and feet do upon contact with road surfaces, shift lever, brake pedal, foot pegs, or windblasts.

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CALENDAR

Coer D'Alene. Info 208/667-7905 or 773-2956.

ILLINOIS MOTOCROSS
Bloomington-Normal M.C. Wapella MX Raceway, Wapella. Info 217/445-2536.

ILLINOIS TRIALS
Lincoln Trail Motorsports. L.T.M. MX Track, Casy. Info 217/932-2041.

IOWA MOTOCROSS
AMA. Stateline Trail Riders Assn. Lamoni MX Park, Lamoni. Info 515/784-6121.

KANSAS MOOCROSS
Midwest MX/NMA Central Qualifier/KMSA. Recreation Area, Great Bend. Info 913/842-8272 or 316/792-7513.

KENTUCKY MOTOCROSS
AMA. Pendleton Co. M.C. Park, Gardnersville. Info 606/472-3442.

KENTUCKY MOTOCROSS
Shelton Series Round #4. Daniel Boone MX Park, London. Info 606/877-1364.

MARYLAND MOTOCROSS
Antietam M.C., Hagerstown. Info 301/797-8686.

MASSACHUSETTS ENDURO
NETRA C'ship Series. John Monahan Enduro. Freetown. Info 203/875-5757.

MASSACHUSETTS TRIALS
NETRA Observed Trials Series. King Philip TR, Wrentham. Info 508/429-7675.

MICHIGAN MOTOCROSS
MRA. Suzuki Tri-State Challenge Series. Milan Cycle City, Milan. Info 313/289-2100.

MISSISSIPPI ENDURO
SERA Enduro Series. Gulfcoast Sandblasters, Saucier. Info 205/979-4542.

MISSOURI HARE SCRAMBLE
• AMA/MO Hare Scramble C'ship Series/Pro Dirt. Jefferson City. Info 314/828-4468 or 327-4042.

NEBRASKA ENDURO
RMEC C'ship Series. Chadron. Info 307/742-4136.

NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Palmura. Info 308/928-2503.

NEW JERSEY ENDURO
ECEA C'ship Series. New Gretna. Info 609/657-6338.

NEW MEXICO MOTOCROSS
NM Competition Club. East Mountain Sports Park, Moriarty. Info 205/888-7312 or 505/883-5253.

NEW YORK MOTOCROSS
WNYS. Frozen Ocean MX Park, Auburn. Info 315/784-5466.

NEW YORK POKER RUN
Square Deal Riders M.C. Southern Tier Harley-Davidson, Binghamton. Info 607/723-2387 or 773-0264.

NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Marshall. Info 704/645-3097.

NORTH CAROLINA MOTOCROSS
D-29 Ultra Series. Top Gun, Iron Station. Info 704/596-6577 or 732-8200.

OHIO DIRT DRAGS
Morristown Raceway Park, Morristown. Info 614/782-1015.

OHIO MOTOCROSS
CMCA/D-12/Glass City M.C. Delta Motorsports Park, Delta. Info 419/666-8413 or 882-3286.

OHIO HARE SCRAMBLE
CRA. Broken Spokes, New Philadelphia. Info 216/339-9265.

OHIO MOTOCROSS
CRA. Western Reserve M.C., Salem. Info 216/337-8077.

OHIO POKER RUN
AMA. Treaty City M.C., Greenville. Info 513/548-7197.

OKLAHOMA CROSS COUNTRY
OCCRA Series. Shagbark Ranch, Bunch. Info 405/386-6088 or 390-8812.

OREGON MOTOCROSS
• CMC. Eugene MX, Eugene. Info 503/484-5217 or 686-0661.

PENNSYLVANIA MOTOCROSS
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.

PENNSYLVANIA CROSS COUNTRY
AMA/Wiseco/Yamaha/Dunlop GNCC Series. Boyers. Info 614/891-2425.

PENNSYLVANIA RALLY
Eastern Harley-Davidson Dealers Assn. Ride For Life VI for MDA. Shearer's Barbecue Ranch, Sinking Spring/Reading. Info 703/941-2881 or 215/752-9400.

TENNESSEE MOTOCROSS
AMA. Christiana Raceway, Christiana. Info 615/896-3245.

TEXAS CROSS COUNTRY
TCCRA Series. Dry Valley, Montague. Info 817/346-1132.

VIRGINIA HARE SCRAMBLES
VA C'ship Hare Scramble Series. Tidewater 100, Surry. Info 804/483-8039 or 488-6315.

WASHINGTON MOTOCROSS
• CMC Goldstar #5. Washougal MX, Washougal. Info 206/241-6071.

May 7

CALIFORNIA MOTOCROSS
GFI Racing North/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.

CALIFORNIA SPEEDWAY
• International Speedway. Orange County Speedway, Costa Mesa. Info 714/492-9933.

CALIFORNIA MOTOCROSS
• CMC. Roseville Cycle Series. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.

CALIFORNIA MOTOCROSS
Cycloland Speedway, Chico. Info 916/342-0063.

CALIFORNIA SPEEDWAY
SRA/Fast Fridays, Inc. Gold Country Fairgrounds, Auburn. Info 916/632-3278.

DELAWARE MOTOCROSS
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.

INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info 317/698-2420 or 513/874-8400.

MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.

TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

WASHINGTON MOTOCROSS
• CMC. Seattle Int'l Raceway, Seattle. Info 206/241-6071.

May 8

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

ALABAMA SUPERCROSS
Warrior SX, Warrior. Info 205/841-7538 or 669-4572.

ARIZONA DRAGS
• Coors Light Series/NMA Ponca City Qualifier. Phoenix Raceway Park, Phoenix. Info 916/635-4040 or 602/437-5767.

CALIFORNIA TT
Sand Hill Ranch, Brentwood. Info 209/524-7013 or 510/634-3328.

CALIFORNIA TT SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.

CALIFORNIA SHORT TRACK
Glen Helen OHV Park, San Bernardino. Info 909/384-9342.

CALIFORNIA MOTOCROSS
• CMC Sunstar Sprockets Spring Series. Marysville MX, Marysville. Info 619/246-7262.

CALIFORNIA SIDECAR SHORT TRACK
Super Sidecar Thunder Series. Ukiah. Info 916/577-4404.

CALIFORNIA MOTOCROSS
• GFI Racing North/Supersport Promotions. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.

CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.

CALIFORNIA MOTOCROSS
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.

CANADA MOTOCROSS
MRA Series. Leamington Raceway, Leamington, Ontario. Info 313/289-2100.

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info 404/943-4935.

GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 706/278-1620 or 278-2868.

INDIANA MOTOCROSS
Haspin Acres, Laurel. Info 317/698-2420 or 513/874-8400.

INDIANA SHORT TRACK
County Line Raceway, Brazil. Info 317/672-4670.

IOWA MOTOCROSS
Midwest Masters of MX Series. MX Kingdom. Dallas County Fairgrounds, Adel. Info 515/285-6910.

KANSAS SHORT TRACK
KMSA Dirt Track Series. Wichita. Info 913/842-8272.

MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. Billings. Info 417/744-2593.

NEW YORK SHORT TRACK
AMA/D-3/Delray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.

NORTH CAROLINA MOTOCROSS
• Spring Series. Wilkes Co. MX Park, Lenoir. Info 704/758-4342.

OHIO MOTOCROSS
AMA/D-11/Action Sports Promotions. Nelsonville. Info 614/594-MOTO.

May 5

CALIFORNIA SPEEDWAY
Glen Helen OHV Park, San Bernardino. Info 909/384-9342.

PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.

PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceway, Berwick. Info 717/759-2841.

PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linneville. Info 814/683-5655.

SOUTH DAKOTA HALF MILE
MotorSports of America. Western Montana Fairgrounds, Missoula. Info 1-800-544-8714.

TENNESSEE MOTOCROSS
AMA Hot Summer Nights Series. I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.

WISCONSIN SHORT TRACK
AMA. Aztalan Cycle Club, Lake Mills. Info 414/353-6920.

May 8-9

CALIFORNIA SUPERCROSS
Castiac Lake Celebrity SX, Lower Lake, Lake Castiac. Info 8-5/294-0020.

CALIFORNIA DUAL SPORT
AMA/D-37/Best of the West. Badgers M.C. Badgers M.C. Mothers Day Cop Out Dual European Scrambles. Red Mountain. Info 818/894-1452 or 805/944-4743.

KANSAS SHORT TRACK
KMSA. Jeep MX, Wichita. Info 316/265-8624.

MICHIGAN MOTOCROSS
D-14. Mustang Acres, Brighton. Info 313/229-9719 or 227-3222.

NEVADA ROAD RACE
WRA Series. Las Vegas. Info 209/723-9454.

NEVADA MINI RACE
CMRRA Series. Las Vegas Int'l Raceway, Las Vegas. Info 714/891-0187.

NEW HAMPSHIRE ROAD RACE
VSCRA Vintage Road Race. New Hampshire Int'l Raceway, Loudon. Info 603/239-6778.

OHIO DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series. Hocking Valley M.C., Logan. Info 614/863-0427 or 924-8685.

May 9

CALIFORNIA MOTOCROSS
AHRMA MX Western Regional C'ship/Triple M Racing Promotions. Tulare Cycle Park, Tulare. Info 805/832-1955.

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.

CALIFORNIA MINI RACE
CMMC Series. Barona Raceway, Ramona. Info 619/561-9016.

CALIFORNIA MOTOCROSS
• AMA/GFI. Argyll Park, Dixon. Info 916/678-3592.

CALIFORNIA DESERT RACE
SDSCSI D-38 C'ship Series. The Shasta Chevron Sweethearts Kiss. Lake Superior, Imperial County. Info 619/427-5759.

CALIFORNIA SPEEDWAY
JAG Racing/Ti-County Quad Racing. Plumas County Fairgrounds, Quincy. Info 916/333-1907.

COLORADO MOTOCROSS
SRAC MX Series/PMI. Pueblo Motorsports Park, Pueblo. Info 719/543-6501 or 303/933-7722.

FLORIDA MOTOCROSS
FMC Series. MX of Marion County, Reddick. Info 904/721-7520.

FLORIDA MOTOCROSS
Wausau MX, Wausau/Chibley. Info 904/638-1012.

IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info 208/245-3608 or 245-4940.

KANSAS MOTOCROSS
KMSA/Jason Swartz Memorial Race. Northeast Kansas MX, Westmoreland. Info 913/456-2516.

KENTUCKY MOTOCROSS
KTMXA Series. Apex Valley Raceway, White Plains. Info 502/886-8564.

MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.

MINNESOTA TRAIL RIDE
AMA. Golden Eagles M.C. Zumbro Bottoms, Theilman. Info 507/288-2612.

MISSOURI ENDURO
Black-Jack Enduro Circuit. Chadwick. Info 316/342-4436 or 903/832-5323.

NEW JERSEY ENDURO
ECEA C'ship Series. Stanhope. Info 609/657-6338.

NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 908/446-6331.

NEW YORK MOTOCROSS
WNYSC Series. Hunt. Info 716/476-2697.

NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Walden Playboys, Wakill. Info 518/828-6149.

NEW YORK SHORT TRACK
AMA. Season Opener. Square Deal Riders Raceway, Harpursville. Info 607/723-2288.

OHIO MOTOCROSS/HARE SCRAMBLE
AMA/D-11/JTM Promotions. Athens/Millfield. Info 614/653-7395.
OHIO MOTOCROSS
CRS. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.
OHIO MOTOCROSS
AMA/D-11. Dirt Country MX, Blanchester. Info 513/791-8970.
OREGON SUPERCROSS
• CMC. Albany SX, Albany. Info 503/364-3187 or 928-4474.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hideaway MX Park, Shippensburg. Info 215/357-1534 or 215/641-9540.
PENNSYLVANIA SHORT TRACK/TT
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Frederickburg. Info 717/273-1180 or 273-9212.
VIRGINIA MOTOCROSS
• AMA. Lake Sugar Tree Motorsport Park, Axton. Info 615/323-5497 or 703/650-378.
WASHINGTON MOTOCROSS
• CMC Goldstar Sprockets Series. Jolly Rogers, Seattle. Info 206/241-6071.
WISCONSIN MOTOCROSS
AMA. Aztalan Cycle Club, Lake Mills. Info 414/786-4420 or 608/754-1874.

May 14

CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
GFI Racing North/Supersport Promotions. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA SPEEDWAY
International Speedway. Orange County Fairgrounds, Costa Mesa.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC. Roseville Cycle Series. Sacramento Raceway, Sacramento. Info 916/363-2653 or 916/366-7368.
CALIFORNIA SPEEDWAY
SRA/Fast Fridays, Inc. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holedshot Raceway, Linnesville. Info 814/683-5655.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON MOTOCROSS
CMC. Seattle Int'l Raceway, Seattle. Info 206/241-6071.

May 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
GFI Arizona/NMA Ponca City Qualifier. Mountain View Raceway, Mountain View. Info 602/437-5767.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA TT SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA SUPERCROSS
• GFI Racing North/Supersport Promotions. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA OFF ROAD
Budweiser Superstition C'ship Series. 24 Hours FO LeFUD Rock Around The Clock Endurance World C'ship. Plaster City West, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
COLORADO SUPERCROSS
• SRAC/E&M Enterprises. Island Grove Park, Greeley. Info 303/933-7722.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-2884 or 623-6038.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
GEORGIA SUPERCROSS
Calhoun SX, Calhoun. Info 404/943-4935.
ILLINOIS TRIALS
AHRMA Vintage Trials. Rock River Riders Clubgrounds, Polo. Info 815/493-6671.

KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
NEVADA HARE & HOUND
AMA Nat'l C'ship Series. Wells to Wendover. Info 208/342-3910.
NEW YORK SHORT TRACK
AMA. Square Deal Riders, Harpursville. Info 607/723-2288.
NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. 516/728-7727.
OHIO SPEEDWAY/SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA SHORT TRACK
• Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.
WASHINGTON MOTOCROSS
• CMC. Hannegan Speedway, Bellingham. Info 206/241-6071.
WISCONSIN DRAGS
NHRA Jr. Drag Racing League. Great Lakes Dragway, Union Grove. Info 818/914-4761.

May 15-16

CALIFORNIA ROAD RIDE
• Willow Springs M.C., Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.
INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info 317/698-2420 or 513/874-8400.
KENTUCKY MOTOCROSS
• Loretta Lynn's Qualifier/Yamaha Hillbilly Classic. Daniel Boone MX Park, London. Info 606/877-1364.
MICHIGAN MOTOCROSS
AMA/D-14. Frelin MX, Mariette. Info 517/761-7211.
NEW YORK MOTOCROSS
WNYSC/U.S. Masters of MX Area Qualifier. Silver Springs MX, Rock Glen. Info 716/786-5596 or 786-2157.
NORTH CAROLINA SHORT TRACK
PJ's M.C./Cunningham Cycle World. Hammerdown Speedway, Red Springs. Info 919/497-3686 or 424-5818.
OHIO MOTOCROSS
Sandusky Valley Riders M.C., Tiffin. Info 419/447-3054.
NORTH CAROLINA TRIALS
SETRA Series. Fairview. Info 615/842-8288.
WASHINGTON MOTOCROSS
• CMC. Gold Star Series. Mt. Baker M.C., Bellingham. Info 206/734-8295.

May 16

CALIFORNIA DUAL SPORT
AMA/D-37/Mojave Adventures. Idyllwild 100. Hemet Cycle Center, Hemet. Info 619/244-4655 or 251-2477.
CALIFORNIA MOTOCROSS
Motowest Racing Ent. Hi Point Series. Hollister Hills MX Park, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA RALLY
10th Annual Rally of European Motorcycles. Monterey Bay European M.C. Henry Cowell State Park, Felton. Info 408/394-7346.
CALIFORNIA YSR RACE
NorCal YSR C'ship Series. Rattlesnake Raceway, Prairie City OHV Park, Sacramento. Info 916/537-7141 or 485-9200.
CALIFORNIA MOTOCROSS
• GFI. Pioneer Speedway, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA ENDURO
D-36. 49er Family Enduro. Polka Dots M.C., Omo Ranch, Fair Oaks. Info 916/348-3721.
CALIFORNIA MINI ROAD RACE
AMRRA. Streets of Willow Springs, Rosamond. Info 310/516-8666.
CALIFORNIA ROUGH SCRAMBLES
• AMA NorCal C'ship Rough Scrambles Series/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
• CRC. Starwest Raceway, Moreno Valley. Info 805/272-8889.
CALIFORNIA MINI ROAD RACE
CMRRA. Amago Raceway, Palomar. Info 714/891-0187.
CALIFORNIA MOTOCROSS
AHRMA Vintage MX. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CONNECTICUT TRIALS
NETA C'ship Observed Trials Series. Meriden. Info 508/429-7675.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford

Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
CM-MX GrandAm Series. CM-MX Park, Clewiston. Info 407/368-5882.
FLORIDA MOTOCROSS
FMC. Orlando MX Park, Orlando. Info 904/721-7520.
FLORIDA TRIALS
FTA Series. Cahills, Crooms. Info 407/876-1214.
IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info 208/245-3608 or 246-4940.
ILLINOIS TRIALS
Rock River Riders M.C., Polo. Info 815/232-2731.
IOWA HARE SCRAMBLES
IERA H.S. Series. Winterset. Info 515/795-3440.
KANSAS MOTOCROSS
KMSA Series. Happy Hills, Hillsboro. Info 913/842-8272 or 316/947-5515.
KENTUCKY HARE SCRAMBLE
Eagle Creek M.C., Owenton. Info 606/472-3442.
MARYLAND MOTOCROSS
Antietam M.C., Hagerstown. Info 301/797-8686.
MARYLAND HARE SCRAMBLES
VA C'ship H.S. Series. Blue-Grey 100, Budds Creek. Info 301/475-2000.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MINNESOTA SHORT TRACK
DTRA. Series. Isanti County Fairgrounds, Cambridge. Info 612/560-0062 or 560-7818.
MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Nasty Creek, Stanton. Info 314/239-5611.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Phillipsburg. Info 308/928-2503.
NEW MEXICO DESERT RACE
SORE. Rio Rancho. Info 505/883-5253.
NEW YORK SHORT TRACK/TT
AMA. Square Deal Riders M.C., Harpursville. Info 607/723-2288.
NEW YORK MOTOCROSS
AMA/D-3. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NEW YORK MOTOCROSS
AMA/D-34/Metropolitan Sports Committee. Diamondback MX, Modena. Info 518/828-6149.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Marshall. Info 704/645-3097.
NORTH CAROLINA MOTOCROSS
D-29. Devil's Ridge MX, Sanford. Info 919/776-2412.
OHIO MOTOCROSS
Sunset Ramblers M.C., Galion. Info 419/562-6931 or 683-3102.
OHIO DIRT DRAGS
Morristown Raceway Park, Morristown. Info 614/782-1015.
OHIO HARE SCRAMBLES
CRA. Salem M.C., Salem. Info 216/427-6645.
OHIO MOTOCROSS
AMA/D-11/Dynamic Promotions. Hidden Hills Raceway, Athens. Info 614/593-6704.
OHIO TT SCRAMBLES
AMA. Treaty City M.C., Greenville. Info 513/548-7197.
OHIO MOTOCROSS
CRA. Amherst M.C., Amherst. Info 216/988-9100.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Elk City. Info 405/386-6088 or 390-8812.
OREGON MOTOCROSS
• CMC. Eugene MX, Eugene. Info 503/484-5217.
PENNSYLVANIA CROSS COUNTRY
AMA Wiseco/Yamaha/Dunlop GNCC Series. Brownsville Park, Brownsville. Info 614/891-2425.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
RHODE ISLAND TURKEY RUN
NETRA C'ship Series. Gnarley Dude T.R., Exeter. Info 203/875-5757.
TENNESSEE MOTOCROSS
AMA. Christiana Raceway, Christiana. Info 615/896-3245.
TEXAS CROSS COUNTRY
TCCRA. Series. Sand Hill, Gholson. Info 817/346-1132.
VIRGINIA MOTOCROSS
• AMA S.E. Regional C'ship Mega Series. Pro Sport MX, Wytheville. Info 615/323-5497.
WASHINGTON MOTOCROSS
• CMC Goldstar Series. Hannegan Speedway, Bellingham. Info 206/241-6071.

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Motocross

I-40 Motocross

Lenoir City, TN

Apr. 10

By Jennifer Vinson

50 MOD	
Michael Ridge	Yam
Steven Stone	Suz
60	
William Shannon	Kaw
Robert Shannon	Kaw
Jason Bault	Kaw
Adam Beeler	Kaw
Dan Young	Kaw
80 D	
Jeremy Gifford	Hon
Jason Dulworth	Kaw
Andy Williams	Yam
Ezra Pease	Kaw
80 MINI	
Matt Harrison	Yam
Byron Robinette	Kaw
David Williams	Suz
Travis Reagan	Kaw
Jason Bault	Kaw
SCHBY	
Matt Harrison	Yam
David Williams	Suz
Travis Reagan	Kaw
125 D	
Steve McCoy	Yam
Terry Copeland	Kaw
Josh Snell	Suz
Kevin McCulley	Yam
Lynn Evans	Kaw
125 C	
Joey Wheeler	Kaw
Chris Bault	Suz
Wayne Harrison	Suz
Chris Kitts	Kaw
Bo McBee	Hon
125 B	
Shane Jenkins	Hon
Chris Guinn	Kaw
250 D	
Glen McCoy	Yam
Stephen Hackler	Kaw
Eric Reed	Suz
Casey Robinson	Hon
Darryl Lyons	Suz
250 C	
Ricky Williams	Hon
Tim Nichols	Kaw
Bert Carpenter	Kaw
Brian Leach	Kaw
Joel Tatum	Hon
250 B	
Wade Anderson	Suz
Jamie Harrison	Suz
Mike Linginfelter	Yam
Kelly Anderson	Suz
Jeff Byrd	Suz
OPN	
Gary Reynolds	Kaw
Greg Leach	Kaw
James Green	Hon
Steve Matteson	Kaw
David Farris	KTM
ENDR	
Rodney Williams	Suz
Anthony Terry	Yam
Robert Sutton	Hon
UNLMTD AM	
Chris Bault	Suz
Shane Gillespie	Kaw
Neal Wilson	Kaw
Tim Nichols	Kaw
Shawn Hodge	Suz
25+	
Jeff Byrd	Suz
Gary Reynolds	Kaw
Bert Carpenter	Kaw
Scott Brewer	Yam
30+	
David Farris	KTM
Randy Farris	KTM
Gary Allen	Kaw
Ken Campbell	KTM
Harry Weir	Kaw
35+	
Steve Matteson	Kaw
Stephen Hackler	Kaw
James Green	Hon
NONCURRENT	
Marty Dyke	KTM
Joe Wheeler	Hon
Mike Smith	Yam
Greg Leach	Kaw
Rock Sisson	Kaw

Motocross

Mustang Acres

Brighton, MI

Apr. 4

By Jan Darden

51 STK	
Nicholas Adams	I-J
Carl Schoffer	Yam
Grant Moreland	Yam
William Hicks	I-J
Brent Yennior	Yam
51 MOD	
Ryan Bougenoy	Yam
Corey Hoover	Yam
60	
Joseph Kersanty	Kaw
Jared Whipple	Kaw
Jeremiah Badgley	Kaw
Nicholas Vaughn	Kaw
Derrick Fisher	Kaw
7-11	
Jeremy Brown	Kaw
Derrick Fisher	Kaw
Joshua Woods	Kaw
Richard Pierce	Suz
Luke Stelmier	Kaw
12-15	
Nicholas Wey	Kaw

Chris Considine	Kaw
Thomas Barron	Suz
Randy Valade	Yam
Jeremy Booker	Kaw
80	
Chris Ockert	Kaw
Richard Watson	Suz
Doug Robb	Hon
Donnie Scader	Hon
Traverse Fuller	Suz
125 JR	
J.D. Collins	Kaw
Ahmad Owens	Hon
Aaron Kimmerer	Yam
Ryan Haines	Hon
Ryan Valade	Yam
30+	
Kip Bigelow	Yam
Kreg Bigelow	Yam
Jerry Mott	Kaw
Ray Bishop	Hon
Steve Holland	Hon
40+	
Keith O'Boyle	Kaw
Dave Curry	Kaw
Denny Ferguson	Kaw
George Gilliam Jr.	Kaw
Sam Orlando	Hon
50+	
Fred Klipple	Yam
16-24	
Adam Martin	Kaw
Darren O'Boyle	Kaw
Gary Radzicki	Kaw
Erin Early	Yam
Marty O'Hara	Hon
25+	
Kreg Bigelow	Yam
Matt Crown	Yam
Kip Bigelow	Yam
Ed Hietje III	Hon
Jeff Himanek	Hon
125 A	
David Gaylord	Kaw
Allen Harne	Yam
Brad Kress	Kaw
Chad Miller	Hon
David Harvath	Hon
125 B	
J.D. Collins	Kaw
John Kidd	Suz
Aaron Kimmerer	Yam
Jonas Wildman	Suz
Gene Yawrothy	Kaw
125 C	
Jay Onago	Suz
Chad Cooper	Kaw
Mark Bradley	Kaw
Rob Karte	Hon
Rancil Hughes	Suz
250/OPN A	
Matt Crown	Yam
Chad DeHoop	Suz
Bradley O'Boyle	Yam
Mark Kessler	Suz
Chad Miller	Hon
250/OPN B	
John Kidd	Suz
Gary Radzicki	Kaw
Jared Cole	Hon
Steve Hadobas	Hon
Ray Solarski	Yam
250/OPN C	
Bryan Morrill	Hon
Travis Chellis	Hon
Jim Macisac	Kaw
Jason Darn	Kaw
Michael Downey	Kaw

Motocross

Fossil Bowl

Clarkia, ID

Apr. 18

By Butch Pharness

AUTO	
Travis Burch	Yam
JR MINI	
Tommy Austad	Hon
80 BEG	
Donald Lewis	Kaw
Justin Wyatt	Kaw
80 9-11	
Dustin Pharness	Hon
Tommy Austad	Suz
Derrick Driggs	Kaw
80 12-16	
Josh Buell	Kaw
125 BEG	
Chad Linton	Kaw
Shane Masterson	Yam
125 JR	
Rob Pottenger	Yam
Joel Nowakowski	Kaw
Allen Toetly	Suz
125 INT	
David Stevenson	Kaw
250 JR	
Mike Morey	Suz
Jim Scott, Jr.	Kaw
Shawn Carlock	Yam
Tim Tadlock	Yam
250 INT	
Eric Christiansen	Yam
Mike Billingsley	Hon
Mike Rodini	Yam
OPN JR	
Craig Couture	Hon
OLD TMR	
Perry Berger	Hon

Motocross

Sacto Raceway

Sacramento, CA

Apr. 16

By Jenniger Trimp

P/W	
Anthony Valdez	Yam
Bobby Thompson	Yam

Nickolas Dunn	Yam
60 9-11	
Ryan Wallace	Hon
Joe Patterson	Kaw
80 BEG	
Lonny Fritch	Kaw
Tony Patterson, Jr.	Kaw
80 9-11	
Toby Jorgensen	Yam
Sean Higginbotham	Yam
80 12-13	
Nathan Craig	Kaw
80 14-16	
Glen Williams	Suz
Adam Portue	Suz
125 BEG DIV 1	
Neil Wright	Suz
Russ Oroszi	Suz
Gary Forrest	Kaw
Jason Hasick	Suz
Ray Dillon	Suz
125 BEG DIV 2	
Gary Forrest	Kaw
Glen Williams	Suz
Ralph Spalletta	Suz
Damon Letherer	Hon
Phil Lang	Suz
125 JR	
Danny Finley	Kaw
Curtis Tackley	Kaw
Waylon Hall	Galt
Dennis Stevens	Kaw
Searcy Andrews, Jr.	Kaw
250 BEG	
Guillermo Calderon	Hon
Kirk Dunn	Hon
Brian Lowry	Hon
Isaac Cordova	Yam
Shawn Yount	Hon
250 JR	
Mike Hodges	Yam
Dan Nelson	Hon
Casey Shott	Suz
Kenny Miller	Hon
Charlie King	Hon
500 AM	
Tony Patterson	Kaw
Michael Light	Hon
Robert Austin	Kaw
Glenn Tanner	Hon
VET BEG	
Al Angulo	Hon
Issac Cordova	Yam
Tony Vau	Yam
Glen Eastman	Kaw
VET JR	
Gary Reust	Hon
VET INT	
Randy Kerslake	Hon
Joe Madison	Hon
PRO	
John Stark	Yam
Bill Jamerson	Suz
INT	
Sergio Fernandez	Yam

Motocross

NESC Series

Southwick, MA

Apr. 11

85 BEG	
Jeremy Pikel	Suz
Trevor Coney	Suz
Sean Allen	Suz
Jeff Cook	Yam
Don Denham	Kaw
85 JR	
Ben McCarthy	Suz
Ryan Hedges	Yam
Travis Gulla	Suz
Tim Mynes	Suz
Dan Pepoon	Suz
85 ADV	
Shawn Gulla	Suz
Jared Golitko	Kaw
Keith Labonne	Yam
Nick Little	Suz
Ben McCarthy	Suz
125 YTH BEG	
Bob Boord	Hon
Will Guzik	Suz
Jason Evangelista	Hon
Mike Nowosielski	Kaw
Mike Willett	Suz
125 YTH JR	
Matt Zicaro	Kaw
Paul Dlugos	Kaw
Pat Sullivan	Suz
Bryan Courmoyer	Kaw
Jeremy Hill	Kaw
125 YTH ADV	
Andy Watson	Hon
Gerry Lashway	Kaw
Richard Rogers	Hon
Ryan Kaichen	Kaw
Jim Brothers	Kaw
Jason Boron	Kaw
125 NOV	
Glen Devlin	Yam
Derek Johnson	Yam
Bruce Delano	Kaw
Jeremiah Johnson	Kaw
Chris Sabrowski	Hon
200+ NOV	
Charles Morein	Suz
Tyler Simler	Suz
Dana Johnson	KTM
Mike Kiberio	Kaw
John Wadsworth	Suz
125 AM	
Ryan Kaichen	Kaw
Jason Boron	Kaw
Jim Brothers	Kaw
Jeff Fluett	Suz
200+ AM	
Chris Young	Yam
Arnold	Yam
Kurt McGrath	Hon
Mike Hurley	Yam
Chris Johnson	Yam
125 EXP	
Doug Henry	Hon

John Dowd	Kaw
Pat Batron	Suz
Bill Dzielak	Hon
Carlo Coen	Kaw
30-39+ BEG	
Mike Roma	Hon
Wayne Miller	KTM
Cliff White	Hon
Vincent Digianni	Kaw
Scott Turner	Kaw
30+ JR	
Mark MacFarlane	Kaw
Gary Hutchinson	Yam
Ralph Siefert	Yam
Mark Hango	Suz
John Becker	Yam
30+ EXP/ADV	
Joe Mikalson	Hon
Steve Burdette	Yam
Don Grah	Yam
Jim Meenan	Yam
Wemyss Scott	Yam
35+ JR	
Bob Sterner	Yam
Jim Simone	Kaw
Pat Bolduc	Yam
Ralph Louttit	Suz
Joe Alfieri	Yam
35+ EXP/ADV	
Wemyss Scott	Yam
Don Grah	Yam
Jim Meenan	Yam
David Clemence	Hon
Norm Herbert	Hon
40+	
Joe Ferrini	Yam
Ron Vincent	Yam
Steve Coy	Kaw
Jim Simone	Kaw
John Louttit	Suz
200+ EXP	
John Dowd	Kaw
Pat Barton	Suz
Doug Henry	Hon
Mike Treadwell	Yam
Carl Vallencourt	Suz

Motocross

Sprout Patch

Competition, Inc

Billings, MO

Apr. 10

By Gale Boswell

60	
Chris Graham	Kaw
Troy Lester	Kaw
Chance Burleson	Hon
80 BEG/JR	
Jeremy Wright	Kaw
Brian Miller	Suz
Dustin Burleson	Suz
Larry Devinney	Hon
Andrew Cunha	Kaw
80 SR	
Jason Sizemore	Hon
Lloyd Sweet	Hon
Cory Burleson	Kaw
125 BEG	
Steve Logston	Hon
Chad Matthews	Kaw
Charlie Ball	Kaw
Michael Kelling	Hon
Mike Williams	Hon
125/250 INT	
Donnie Fox	Hon
Keith Friebe	Yam
Travis Young	Kaw
Shane Macon	Hon
125 NOV	
Josh Beckett	Kaw
Lance Jones	Yam
Dustin Taylor	Kaw
Chris Byrd	Yam
Brian Henegar	Hon
250 BEG	
Eric Zenter	Hon
Matt Price	Hon
Doug Bedford	Yam
Allen Boyd	Kaw
Brian Robbins	Yam
250 NOV	
Josh Beckett	Kaw
Paul Hesiner	Hon
Allen Haynes	Yam
John Vazquez	Yam
Scotty Shaw	Hon
30+ B	
Jimmy Savage	Yam
Brian Albertson	Yam
Andy Watson	Hon
Karl Fowler	Kaw
Tony Lee	Hon
30+ A	
Mike McCutcheon	Kaw
R.D. Peterson	Kaw
Larry Wayt	Yam
Mike Forkner	Suz
Perry Scott	Hon
COMB OPN	
Josh Beckett	Kaw
Travis Young	Kaw
Larry Wayt	Yam
Keith Briebe	Yam

Motocross

Diamond MX

Modena, NY

Apr. 4

By Walter Procanyn

+30 A	
Jeff Dirago	Kaw
Keith Mann	Kaw
Jim Weinert	Kaw
Ralph Scannapieco	Yam
Steve Reid	Kaw
+25 A	
Mike Spear	Kaw
Tom Bruno	Kaw
John Burfeind	Suz
Ken Blackwell	Hon
Ralph Scannapieco	Yam
125 A	
Tim Beachak	Kaw
Dennis Tompkins	Yam
Jeff Dirago	Kaw
Eric Koch	Hon
Josh Bammann	Hon
250 A	
Josh Bammann	Hon
David McLean	Hon
Dennis Tompkins	Yam
Keith Mann	Kaw
Eric Koch	Hon
OPN A	
Mike Spear	Kaw
David McLean	Hon
Mike Galligan	Kaw
Tom Bruno	Hon
Paul Polizzi	Hon
+40	
John Bammann	Suz
Ronald Van Wagenen	Kaw
Rick Pence	Hon
Gary Dipietro	KTM
James Boyd	Kaw
OPN B	
William Szipocs	Hon
James Lato	Kaw
Walter Procanyn	Kaw
Robert Lutta	Kaw
Gregory Conrad	Kaw
250 B	
Kevin Dillon	Kaw
Evan Reiner	Yam

Motocross

Mosier Valley

MX Park

Euless, TX

Apr. 9

125 OPN	
Chris Safrin	Suz
De Wood	Kaw
Brian Knopf	Yam
Jeff Smith	Suz
250 OPN	
T.J. Patel	Hon
Alan Bell	Kaw
Johnny Murdock	Hon

250 NOV	
Jamie Steward	Hon
Todd Kirby	Suz
Robert Densford	Yam
Bruce Sark	Kaw
Geoff Jackson	Hon
60	
Jeremy Johnson	Kaw
Bradley Young	Yam
Matthew Pullen	Kaw
Tommy Gunning	Kaw
Joel Linker	Kaw
+25	
Steve Mack	Hon
Alan Bell	Kaw
David Waldner	Hon
C.J. Mullins	Hon
Mark McNeil	Yam
50	
Cody Dickey	Yam
Brandon Thompson	Yam
C.T. Dickey	Yam
Billy Goodwin	Yam
Tripp Ashley	Yam
80 BEG	
Coy Barker	Hon
Colby Dodson	Yam
Chad Bivins	Kaw
Jeb Hays	Yam
Keith Hays	Yam
80 SR	
Chris Cadieux	Kaw
Charley Bogard	Suz
Jeff Young	Kaw
William Hitchcock	Suz
Jay Grimm	Suz
125 BEG	
Alan Welch	Hon
Johnny Davidson	Yam
Nick Box	Hon
Jamey Carney	Hon
David Hallmark	Hon
125 NOV	
Jason Eckhoff	Kaw
Brian Knopf	Yam
Todd Kirby	Suz</

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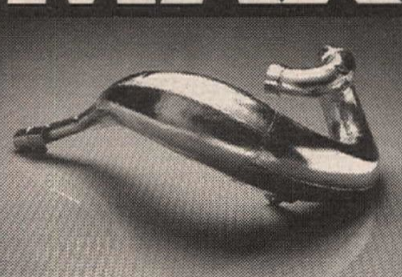
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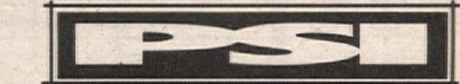
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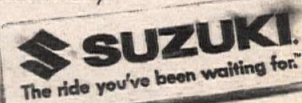
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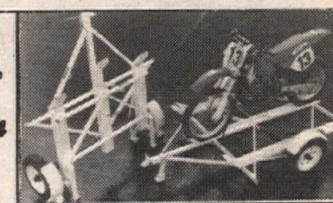
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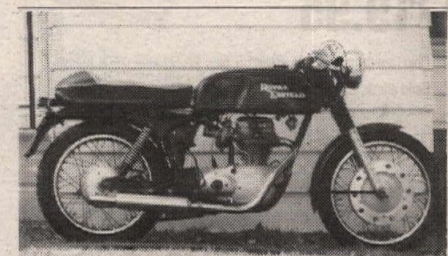
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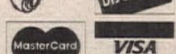
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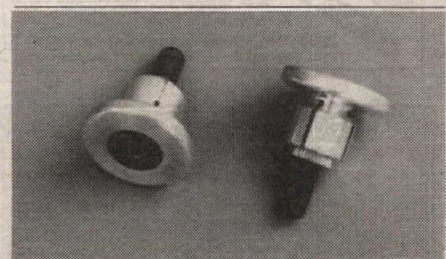
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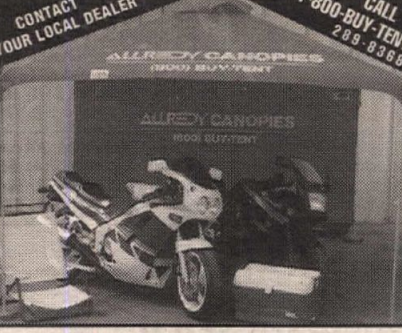
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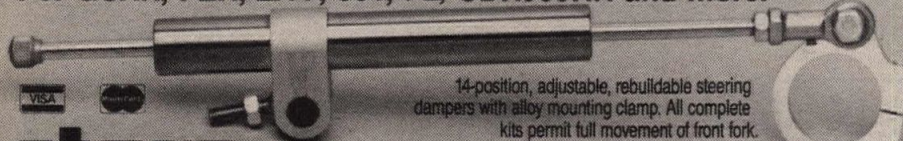
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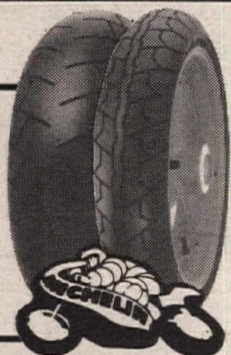
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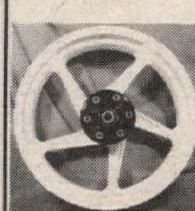
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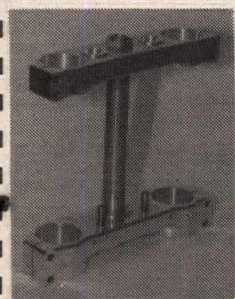
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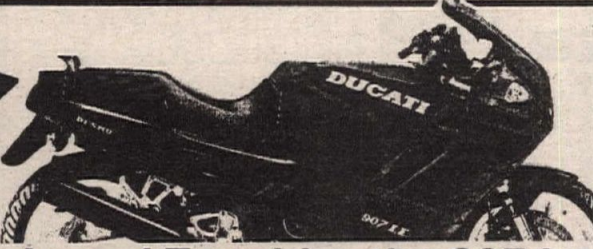
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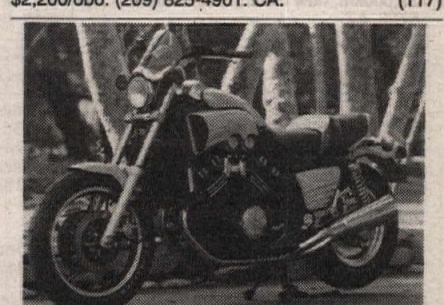
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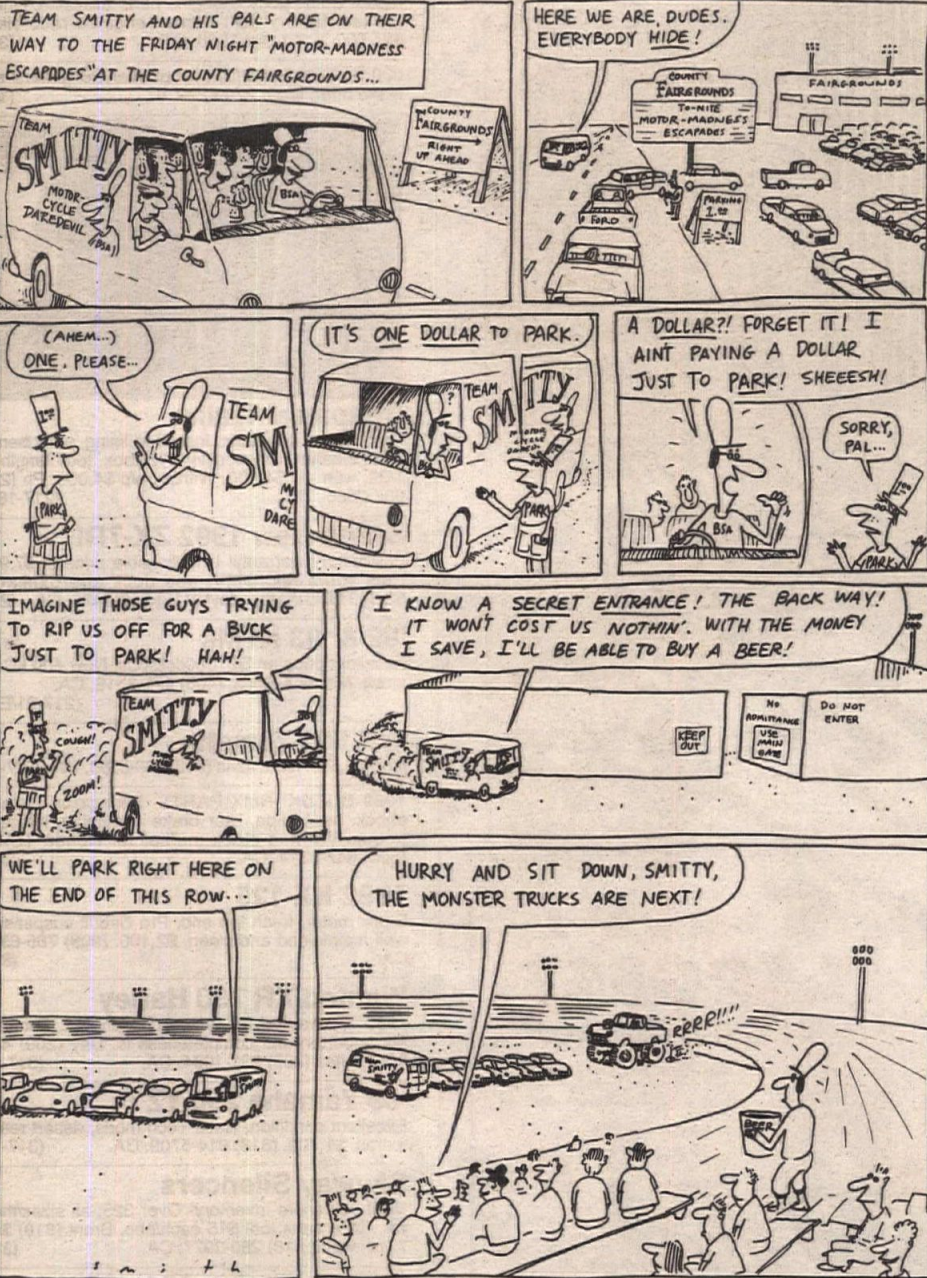
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ADVERTISERS INDEX

4 Strokes Only	70	Falcon Performance Eng	83	Oakland Sp Cr	54
A&A Racing Service	83	Fast By Ferrac	85	Old Timers MX Assoc	35
AMA Pro Racing	61	Finish Line Products	68	Orange County Suzuki	63
Acerbis Plastica USA	33	Flexco Int'l Pro-Reeds	61	Parts Connection	67
Action Motor Sports	52	FMF	61	PBI Sprockets	70
Action Yamaha Of Edison	82	Forking By Frank	62	Performance Machine	63
Aerostich Riderwear	83	Freewheeling Honda-BMW	66	Personal Cycle Service	68
AGV-USA, Corp.	61	Fremont Cycle Salvage & Access	66	Personalized Care Motorcycle Tours	63
Air-Tech	68	GFI Racing	55	Pettersson Pro Suspension	62
Aircone Inc.	82	Garage Company	66	Pirate Racing Products	61
Al Baker Racing	85	Gary Baileys' MX School	66	Pomona Valley Kawasaki	65
Allredy Canopies	67	Gary Emig Racing	69	Possey Distributors	69
Allsport Salvage	67	Give A Gift - Cycle News	49	Powell Inc.	67
American Honda	62	Glen Helen Racing Inc.	53	Precision Winding	70
American Jawa Ltd	61	Goat Breker's GFI Racing	55	Pro Action Technology	67
American MC Institute	68	Golden Triangle Cycle Salvage	67	Pro Circuit Racing	62
American Mini Road Racing Assoc	54	Grafix Sportswear	65	Pro Italia Motors	62
American Suzuki	5,61	Great M/C Adventures	66	Pro Pad Products	60
Andrews Yamaha-Kawasaki	68	Gustafsson Plastics	62	Pro Pilot Racing	65
Arai Helmets	65	Halls Harley-Davidson	68	Pro Plates	65
Archer Travel Service, Inc.	51	Halmar Video	63	Pro Silt	69
Avon Tire	67	Haltech, Inc.	63	Pro-Vue Lenses	69
Backroads Adventures B.C., Inc.	67	Hammerhead Graphics	60	ProSports USA	60
Badgers M.C.	51	Hansen Motorcycles, Inc.	65	PSI, Inc.	59
Baja Off Road Tours	60	Hap Jones Int'l	61	R.K. Chain	59
Barnett Tool & Engineering	63	Hayward Honda	62	Race Tech	59
Beach Yamaha	59	Heid's Honda	68	Racing Engine Components	66
Bear Bottom Racing & Salvage	63	Hogan Cycles	68	Racing Enterprises	54
Bel-Ray Lubricants	33,62	Holiday Canopies	69	Ron Wood Racing	60
Bell Helmets	60	Husaberg America	69	SRA	54
Bent Bike M/C Salvage	63	Hy-Tech	65	Sant's Motorcycle Sales	66
Bert's Motorcycles	53	I-40 Raceway	61	Saviler County MX	52
Blendzall	66	1-96 Speedway	35	Shoei Helmets	62
Bley USA Inc.	70	I.C.O.	66	Shoup Enterprise	59
BMW Of North America	67	Indigo Sports	66	Sidewinder	61
Boulder Yamaha Inc.	63	Interstate Oil Co.	63	Sister Bros	68
Boyesen Engineering	60	International Motorsport	60	Slavens Racing Designs	62
Braco Custom Trailers	67	International Speedway	54	Sloan's Hon-Yam-Suz Racing	65
Buchanan's Frame Shop	60	Iron Horseman Goshen	55	Smitty T-Shirt Ad	47
C&D Fabrication	66	Ironman Racing Products	65	Sole Performance	59
C.W. Racing Engines	69	JN Innovations	65	Southwest Motorsports	67
Cagiva North America	61	Japan Motors Racing	61	Spectro Oils of America	67
California Mini Road Racing	53	Kawasaki Motors Corp.	9,12,13	Sport Engineering	59
California Racing Products	54	Kawasaki Motors Corp. Dealer Ad	15	Sprocket Specialists	59
California Racing Club	52	Ken Marly Enterprises	60	StarSport Marketing	67
Can-Am	66	Kendon Industries Inc.	61	Starwest Supercross Park	53
Carb Parts Warehouse	70	Kent Howerton Racing	53	Steve Slorz Performance	68
Carbon Tech	66	Klam Research	67	Sticker Point USA, Inc.	66
Carl's Honda	62	KTM Of Mojave	60	Sudco Int'l	65
CC Specialty	67	KTM Sport Motorcycle USA	62	Suicycle	63
Central Coast M/C Association	52	Kustom Kraft Perf Spec	63	Sunrise Valley Cycle Park	52
Championship Cup Series	62	L.A. County Raceway	52	Sunstar Engineering	62
Champs Marketing Inc.	63	La Habra Suzuki	59	Super Series Promotions	37
Chaparral Cycle Supply	67	Lake Sugar Tree Motorsports Park	60	Superbike Mike Engineering	68
Chariot Mfg. Co.	69	Lamson Porting	59	Syed Leathers	63
Charleston Custom Cycle	60	Leather Works	65	Target Motorsports	54
Chris Agopian	39,55	Lectron Fuel Systems	69	Taylor Racing	66
Clarke Mfg. Co.	69	Letko Competition Cycles	59	Team Calamari YSR	65
Clayton Foundation	39	Limemann Engineering	67	Technomagnesium Wheels	68
Clean Racing	60	Los Angeles Sleeve Co.	54	Terrycable	69
Competition Inc.	52	M.C.C.	66	The Racers Edge	61
Composites Unlimited	69	M.R.R.I. Sub.	43	Tony D MX School	68
Connecticut Cycle Works	66	M/C Concepts	63	Too Much Fun Promotions	53
Continental Mtrsp Club	52	Magnum Distribution	68	Too Tech Suspension	68
Cool Sports	66	Malcolm Smith M.C.	70	Torco International Corp	49,52
Copper Gaskets Unlimited	61	Marty Smith MX Clinic	55	Trick Racing Fuel	63
Cosmopolitan Motors	60	Maxime Racing Lubricants	70	Two Brothers Racing	63
Cycle Concepts Inc.	63	McGraw Insurance Services	63	U.S. Maico	66
Cycle Express	60	Megacycle Engineering	65	Uni Filter, Inc.	61
Cycle News Sub	72	Meceler Motorcycle Tire	61	Vance & Hines Enterprises	65
Cycle Racers	65	Mickey Thompson Ent Gp	37,61	Vanson Leathers	60
Cycle Specialties Athens	68	Mid Cities Hon/Kaw	61	Vanner Racing	67
Cycle Tune Sport Service	69	Midway Motorsports	59	Video Release	41
D&D Motorcycle Service	66	Mike Kidd Promotions	59	Video Theatre	29
D&D Performance Exhaust	54,65	Mike's Cycle Parts	59	VP Racing Fuel Inc.	62
D.I.D.	61	Modern World Ventures	67	WERA	69
Dealer Sales	57	Moose Racing	62	Walk-Schaffer Cycle Supply	68
Dennis Kirk	68	Moroney's H-D	69	Web-Cam	62
Denver Used M/C Parts	61	Moto America, Inc.	69	Western Honda	69
Desert Machine	66	Moto Italia	65	Western Manufacturing Corp	60
Donnie Hansen MX Academy	62	Moto Liberty Cycle	69	Wheel Works	67
Downers Grove Yamaha	61	Moto Line	66	White Bros Cycle Specialty	70
Dublin Kawasaki	65	Moto Tassimar	59	Wide Open Racing	66
Duke Video	63	Moto West	53	Wiseco	62
Dunkin Tire	59	Motorplat Ignitions	62	Works Connection	67
East Coast Honda Warehouse	67	Motorcycles Accessories Unlimited	62	Works Enduro Rider	65
East Coast Suzuki Warehouse	69	Motul USA, Inc.	63	Works Performance Products	66
EBC (Hy Tech)	69	Mouse's Cycle Racing	65	World Of Color Cycle Paint	66
Engine Dynamics Co.	61	Myler's	62	World Sports Promotion/No.	41,49,55
Enzo Racing	59	National Motorsport Association	31,55	World Sports/Co.	63
Eric's Motorcycle Co.	62	Neil Keen	60	Yamaha At-Client Account	18,19
Euro-Tech Engineering	69	New England Adventure Tours	57	Yamaha FZR Dealer Ad	22,23
European Cycle Specialties	70	New Cycle News T-Shirts	56	Yamaha Motor Corp	70
F&L Company	70	Nitrox Oxide Systems, Inc.	65	York Motor Corp.	53
F.A.S.T.	47	Noleen Racing, Inc.	69	Yoshimura R&D	35
Factory Connection	67	North West Maico & CZ	61	Z Racing	67
Factory Pipe Products	61	Northwest Sleeve Eng. Wk	62		

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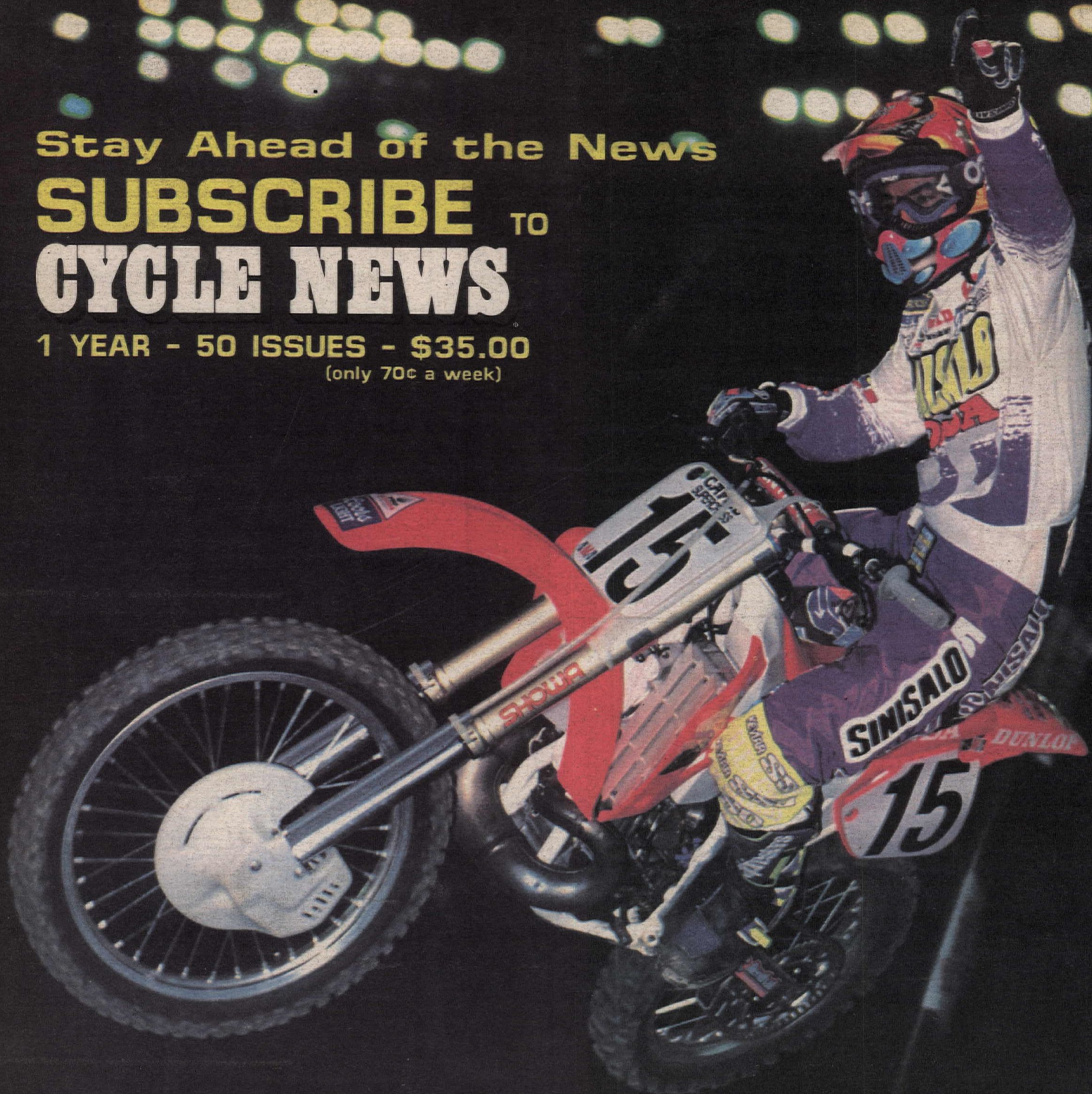
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